

The Hongkong Telegraph

(ESTABLISHED 1881.)

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December 30, 1914. Temperature 6 a.m. 59, 2 p.m. 65
Humidity 75, 65

December 30, 1913

Temperature 6 a.m. 59, 2 p.m. 62
Humidity 34, 29

2817 號四十月一十年寅甲

WEDNESDAY, DECEMBER 30, 1914.

三拜禮 號廿月二拾英

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TO-DAY'S LATEST WAR TELEGRAMS.

U.S. GOVERNMENT WARNS BRITAIN.

COMPLAINS OF ALLEGED INTERFERENCE WITH COMMERCE.

Seizures and Detentions by British Fleet Resented.

REQUEST FOR DEFINITE INFORMATION AS TO BRITAIN'S ATTITUDE.

[Reuter's Service To The "Telegraph."]

American Protest to Britain.

Dec. 29, 4 59 p.m.
Reuter's correspondent at Washington states that the Government has sent a long Note to Britain insisting on an early improvement in the treatment of American commerce by the British Fleet. The Note warns Britain that much feeling has been aroused by unwarranted interference with legitimate trade, and the United States Government feels compelled to ask for definite information of Britain's attitude in order to take measures to protect the rights of American citizens.

Numerous specific cases of detentions and seizures of cargoes are cited.

The Note declares that the representations are made in a friendly spirit, but the United States considers it best to speak in terms of frankness, lest silence should be considered acquiescence in a policy which has infringed the rights of American citizens.

The chief difficulty is the moral effect of the practice on American exporters, who are restrained from taking risks which should not surround legitimate trade between the United States and other neutral countries.

The Note is practically intended for all the nations of the Triple Entente.

The Question of Proof.

Dec. 29, 6 15 p.m.
Reuter's correspondent at Washington reports that the Note adds, with reference to the detention of American ships at sea, that the Government cannot tolerate undue delays in examining or conveying to British ports for detailed examination, and argues that proof of the hostile destination of the cargo must be evidenced at the time of the search on the sea.

The presumption of guilt cannot rest with neutral shippers, but the burden of proof must be imposed on any belligerent interfering therewith.

Another Village Seized by the Allies.

A Paris communique states:—
In Belgium our troops carried the village of St. Georges and established themselves. The enemy somewhat violently bombarded our positions from the Lys to the Somme.

A calm prevails in the district north-west of Roye.

In Argonne we gained some ground, at Bois de la Gracie, Bois Bolante and Bois Courte-Chaussee.

German counter-attacks on the heights of the Meuse were repulsed.

We re-captured trenches west of Apremont after three successive counter-attacks.

Steinbach Invested.

In Upper Alsace we are closely investing Steinbach, following a violent action. We have also seized the ruins of a chateau north-west of the village.

Storm Interrupts Operations.

Dec. 29, 4 p.m.
The official evening statement issued in Paris states that on the 28th a violent storm prevented operations on most of the front, but we made some progress in Argonne.

TO-DAY'S WAR TELEGRAMS.

Progress in Belgium.

(Official Telegrams from the French Government, via Peking.)

Circular No. 115 states:—In Belgium the progress of the Allies, west of Lombertzyde, has taken us to the foot of the sandhills, where the Germans have established their first and strongest line of resistance.

German Trenches Yielded.

The Germans in the Lens region were obliged to yield, near Carency, 800 metres of trenches in the first line. In Artois, after a fierce bombardment, they discharged numerous shells at La Boiselle and also delivered a counter-attack, but the French troops brilliantly repulsed it.

In the Aisne region there has been intermittent cannonading, and also in the Champagne region. Slight progress was made along all the front west of Perthes and on the heights of the Meuse.

The Germans bombarded St. Die station, wounding slightly four persons. The traffic is uninterrupted.

200 Germans Killed.

A German counter-attack north-east of Steinbach, in Upper Alsace, was repulsed with very heavy losses for the Germans, who abandoned part of their positions north-west of Cernay. They left on the battlefield at this town nearly 200 corpses, and also arms and ammunition.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

Londoners Warned.

Dec. 29, 4 40 a.m.
The naval and military authorities call the attention of persons using the streets to the danger of fragments of shells and bullets from the guns used against hostile aircraft attempting a raid on London.

Civilians are warned to keep cover, preferably in the basements of houses, on hearing the sound of firing.

American Consuls in Belgium.

Dec. 22, 4 40 a.m.
Reuter's representative in Washington states that Germany has formally notified the State Department that Consuls of the United States in Belgium must be acceptable to the German military authorities and that it is desirable that some of the Consuls be withdrawn temporarily.

Hurricane in England.

Dec. 29, 2 15 a.m.
A hurricane has interrupted telegrams between England and the Continent.

The wettest December on record culminated last night in a very fierce gale and snowfall.

Three houses were wrecked in Clapham, one occupant being killed and three injured.

Many casualties are reported throughout the country and there is a terrible sea in the Channel.

Austrians in Precipitate Retreat.

Dec. 29, 2 15 a.m.
A Petrograd communique says: German attacks in Central Poland have been everywhere repulsed with heavy loss.

The enemy is retreating precipitately in the Carpathians and 5,000 prisoners were captured on December 28. The Russians took 15,000 prisoners in a week's fighting south of the Upper Vistula.

The enemy's attempt to reinforce the troops in the Carpathians was frustrated.

The British Seaplane Raid.

(Official Telegrams from the British Foreign Office.)

The Admiralty announces that on the 24th instant the German warships lying in Schilling Roads, off Cuxhaven, were attacked by seven British naval seaplanes.

The attack was delivered at daylight, starting from a point in the vicinity of Heligoland.

The seaplanes were escorted by a light cruiser and destroyer force, together with submarines.

As soon as these ships were seen by the Germans from Heligoland, two Zeppelins, three or four hostile seaplanes and several hostile submarines attacked them.

It was necessary for the British ships to remain in the neighbourhood in order to pick up returning airmen, and a novel combat ensued between modern modern cruisers on the one hand and the enemy's aircraft and submarines on the other.

LATEST WAR TELEGRAMS.

By swift covering the enemy's submarines were avoided, and the two Zeppelins were easily put to flight by the guns of H.M.S. Undaunted and H.M.S. Arethusa.

The enemy's seaplanes succeeded in dropping their bombs near to our ships, though without hitting any.

The British ships remained for three hours off the enemy's coast without being molested by any surface vessel, and safely re-embarked three out of the seven airmen with their machines.

Three other pilots who returned later were picked up, according to arrangement, by British submarines which were standing by, their machines being sunk.

Six out of the seven pilots therefore returned safely.

Flight-Commander Francis E. T. Hewlett is, however, missing. His machine was seen in a wrecked condition about eight miles from Heligoland, and the fate of this daring and skilful pilot is at present unknown.

The extent of the damage caused by the British airmen's bombs cannot be estimated, but all were discharged on points of military significance.

Bombs Dropped on Airship Shed at Brussels.

On Thursday last, Squadron-Commander Davies, of the Naval Air Service, visited Brussels in a biplane, for the purpose of dropping twelve bombs on an airship shed which was reported to contain a German Parseval.

Eight of these bombs, of which six are believed to have hit, were discharged at the first attack, and the remaining four on the return flight.

Owing to the clouds of smoke which arose from the shed, the effect of the attack could not be distinguished.

CHINA AND AMERICA.

Late U. S. Minister's Views.

Mr. William Woodville Rockhill, formerly American Minister to China and American Ambassador at St. Petersburg and Constantinople, one of America's most distinguished diplomats, arrived in San Francisco recently on his way to China. He was going to Peking to become one of the confidential advisers of President Yuan Shih-kai of the Chinese republic, but died en route at Honolulu.

Mr. Rockhill, who had been associated with Oriental affairs during nearly all of the last thirty-two years, freely discussed the present condition and outlook of the Chinese Government with the San Francisco Examiner before his departure.

"China's most urgent problem," he said, "is a financial one. Vast agricultural and industrial resources are lacking in capital for their development and with the added difficulties arising from the war, this development necessarily must be slow."

President Yuan Shih-kai has good advisers and that the Chinese Government is pursuing a wise policy in not attempting to impose upon an Asiatic people, inexperienced in democracy, the elaborate frame-work which it has taken us centuries to evolve. The people are absolutely unprepared for the utopian paper constitution which certain idealists tried to prepare for them.

"China recently raised a domestic loan of \$10,000,000 gold, this being the first instance of a domestic loan of any kind in the country. This is significant in showing that the financial strength of the country is growing."

"One great problem for the Chinese people is getting back their financial autonomy. Through obligations to foreign governments the and are now feeling this stimulus China has been virtually an open door to the trade of the world. While China has been allowed to levy only a 5 per cent. ad valorem duty on imports, other countries have been able to levy 10 to 15 per cent. The Chinese must do during the last generation this disadvantage."

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TELEGRAMS

NEWS FOR BUSY MEN.

CONDENSED.

The Austrians are retreating precipitately in the Carpathians.

The enemy's attempt to reinforce the troops in the Carpathians have been frustrated.

German attacks in central Poland have everywhere been repulsed with heavy loss.

Heavy snowfall and a very fierce gale are reported from Home.

A hurricane has interrupted telegraphic communication between England and the Continent.

A British Foreign Office telegram gives details of the engagement off Cuxhaven.

The Russians have taken 15,000 prisoners in a week's fighting southward of the Upper Vistula.

After the fighting at Cernay, the Germans left 200 dead on the field, as well as arms and ammunition.

The latest communique shows that the Allies have made further progress in Belgium, France and Upper Alsace.

Germany has notified the United States that U. S. Consuls in Belgium must be acceptable to the German military authorities.

The United States Government has sent a long Note to Britain insisting on an early improvement of the treatment of American commerce by the British Fleet.

The naval and military authorities at Home have called to the attention of persons using the streets the danger from fragments of shells and bullets used against hostile aircraft.

NEWS.

Further notes on the crisis appear on page 4.

Interesting war items appear to-day.

The Sanitary Board meeting yesterday dealt with business largely of a routine character.

The Ellis Kadoorie School held their annual sports yesterday afternoon.

General news and an account of a French sergeant's strategy appear on page 3.

"Our Contemporaries" appears on page 2, our share report on page 9 and log book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.

Victoria Theatre—9.15 p.m.

Legislative Council—2.30 p.m.

Friday, January 1.

H.K. C.C. v. Rest of League.

Saturday, January 2.

H.K. C.C. v. Rest of League.

A.D.O. presents "Snowwhite and the Frog Prince"—Theatre Royal—9.15 p.m.

Wednesday, January 6.

A.D.O. Matinee, Theatre Royal

"Snowwhite and the Frog Prince"—4.30 p.m.

Saturday, January 30.

Garden Fete, H.K. University.

3—7 p.m.

The Trouble in Mexico.

Washington, December 22.—Three Mexicans who were formerly generals on the staff of Huerta, and fourteen Huerta sympathisers have been executed in Chihuahua by rebels. Chaos again reigns throughout Mexico. President Wilson has ordered the battleship Delaware to Mexican waters.

NOTICES

THE UNDERWOOD TYPEWRITER

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Hongkong, 16th August, 1910

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 14, Graham Street, 1st floor.

Hongkong, 29th Jan., 1912.

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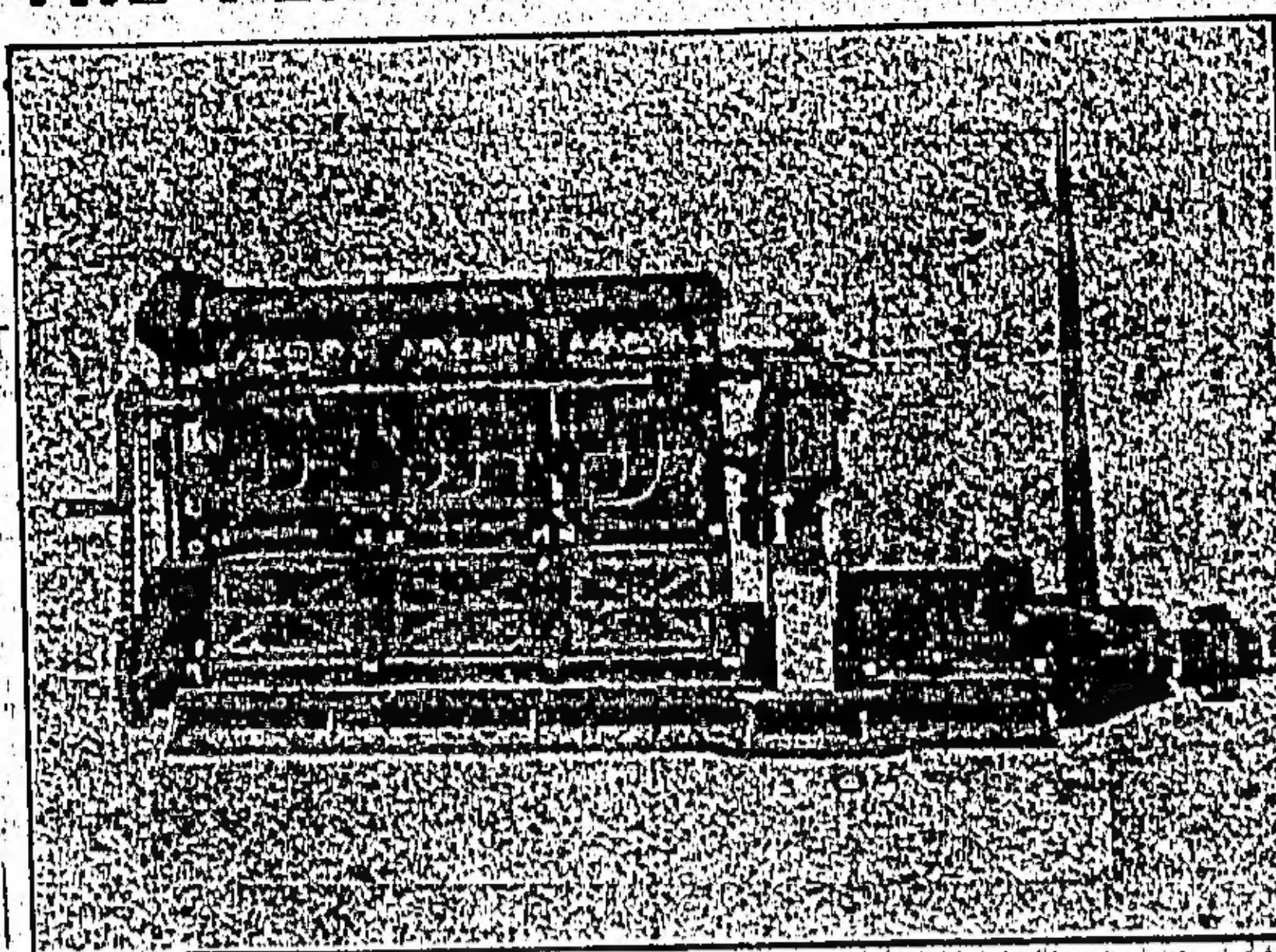
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South China Morning Post.

Worship of Heaven.

Those who attribute to the President in this matter motives which are not prompted by an honest desire for the good of the people are simply doing so in pursuit of that policy which refuses to see any good in the present incumbent of the highest office in the land or in anything he may do or attempt to do. There are still unfortunately a good many individuals of this class scattered throughout the country. The one great feature of such a ceremonial is its recognition of Divine power and its influence over man's acts and ambitions. Such recognition is made in every other State of the universe in one form or another and in China it is better that it should be made in the way which is understood and appreciated by the great mass of the populace than not at all. The annual Worship of Heaven is one of not a few observances in China which are not likely to die out in a hurry.

Daily Press.

China's Finances.

We are inclined to think that in the long run it will be to the reorganisation of her land tax that she will have to turn, though we can well understand that the magnitude of the task gives pause to her financiers. There are many improvements in her present taxes which would secure her a greater income than she now derives, but if China is to have a revenue compatible with the position she ought to take in the world, there is nowhere save to the land tax that she can look for it in the present state of affairs. It is, of course, impossible to blind ourselves to all the difficulties and even dangers that might attend such a change, although, according to Sir Robert Hart's estimate, it need not cause hardship to anyone—his memorandum, it will be remembered, provided for a uniform tax of 200 cash per mou (say, \$1 per acre), which, he estimated, would yield \$600,000,000 per annum. In any case, we still refuse to believe that there is no alternative for China save repeated loans or bankruptcy, or that she is so impoverished a land that it is a permanent impossibility for her to meet her comparatively moderate annual expenses.

China Mail.

The War and the Supply of Munitions.

Therefore, as is now being pointed out in many well-informed quarters, a comparatively speedy cessation of hostilities will largely depend upon the continuation of the difficulties which the Germans are stated to be now faced with. These difficulties, as already stated, are being caused by lack of certain commodities necessary in the production of munitions, such as copper, saltpetre, rubber, etc. It is believed indeed that German officials are practically hopeless as to their ability to continue hostilities for more than a few months unless the necessary materials are placed within their reach. Such articles are, of course, contraband and may, therefore, not be carried in neutral ships to the enemy. It may therefore be safely predicted that the Allies will be more than ever vigilant in this matter. There is good reason to believe that the statements regarding the Germans' predicament are at least essentially correct, and that if the shortage of the materials referred to continues, the Germans must inevitably sue for peace. By next Spring, therefore, it is not improbable that the enemy, signally defeated in many ways, may be only too glad to call a truce.

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GENERAL NEWS.

An Interrupted Voyage.
The T.K.K. steamer "Kiyo-maru," which left here on August 27th last for South America with 207 Japanese and Chinese immigrants on board, returned to port recently, says the *Japan Gazette*, without having proceeded to her destination. Three days previous to her arrival at Honolulu, the Kiyo-maru was informed of the danger from German warships which were raiding the Pacific. She remained at anchor in Honolulu for over seventy days, during which time many cases of beri-beri broke out among the passengers and crew. To make matters worse, differences occurred between the Captain and the stokers and sailors. In view of these conditions, the Captain decided to return to Yokohama without proceeding to South America, and on arrival here, 105 Japanese and 73 Chinese were suffering from beri-beri.

Electric Rat Trap.
According to the *Electrician*, in a station on the Pennsylvania Railway, U. S. A., considerable trouble was experienced from rats till an electric trap in the form of an electric "chair" was constructed. The "chair" consists of an iron plate with a steel spike suspended above it, both the plate and the spike being connected to the two wires of an electric circuit. The spike is baited with a piece of cheese and the rodents, in attempting to reach this, are promptly electrocuted.

Osaka Paper Suppressed.
In July last the *Osaka Nippo* published a series of articles under the heading "History of a Feminine Empire," written apparently in a spirit of persiflage, and considered by the authorities to be detrimental to the dignity and prestige of the Imperial House. Proceedings were taken against the paper on charges of violating the Press Law, and in the Osaka Chihō Shibansho Mr. Murashita, the editor and publisher, was sentenced to imprisonment for 2 years and 4 months, and a fine of ¥240, while Mr. Takeichi, the writer of the offending articles, was sentenced to two years' imprisonment and a fine of ¥200. Both prisoners have made all the appeals possible, which have been uniformly rejected, the process coming to an end in the Court of Cassation the other day, when it was decided that they must both serve their sentences, and pay their fines, while the paper has been suppressed.—*Japan Chronicle*.

Official Grades in China.
A recent Presidential Mandate gives official sanction to a practice which has been in existence for some time. It establishes four official grades. Ministers will be of the first grade (Teban); viceministers of the second (Chienjen); Councillors and senior clerks of the third grade (Taichenjen); while ordinary clerks will be of the fourth grade (Weijen). The President will have the final word in the selection of those eligible for the first three grades, while Ministers will have power to appoint men to the fourth grade. **Methods of Chinese Detectives.**
The Presidential Mandate dealing with the evils of the Chinese detective system should be backed up by strong and thorough legislation, says the *North China Daily News*. Shanghai has suffered severely from the blackmail of so-called detectives, while there have been not a few instances in which these men have stooped to most base methods in order to secure the conviction of a man from whom they never had any hope of obtaining money, or against whom they had no grudge. The Mandate sets out that such cases rise through anxiety to win the favour of superior officers and thus secure promotion. A great deal has been done to mitigate the evil in this district, but the system of informers and detective seconds fosters corruption and injustice. Knowing what they do of China most foreigners view with suspicion the "confession" of the Canton bomb-throwers, particularly as the name of Sun Yat-sen is once again dragged in. Dr. Sun Yat-sen may have committed many errors, but it is impossible to believe that he planned the cold-blooded murder of innocent people in the streets of Canton.

NOTICE

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AUSTRIAN AWAKENING.

Warning Against Despising the Enemy.

Amsterdam, Nov. 18.
The leading Austrian military paper warns the Austrians against despising the Serbian army, adding:—
"For weeks we have been hearing that the Serbians are demoralised, that the Serbian artillery has mutilated, that Serbia has no more food, that the soldiers are glad when they fall into Austrian hands, and that there is a revolution in the interior. In reality we are fighting an enemy who has scarcely his equal in courage and energy, and who defends every inch of ground.
"The Belgians are spoken of as rogues because they will not give up their neutrality, or side with France and Britain on political grounds, which is their right. Notwithstanding their unmilitary character, the Belgians have fought very well, and we must even praise them for fulfilling their duties towards France and Britain."
Referring to the Russian army, the paper says:—"We do not perceive anything of corrupt generals, but we do see much of well-equipped divisions with guns and machine guns. In a few cases the Red Cross was not respected, and a few cases of plundering are reported, but, generally speaking, we have an honest and chivalrous enemy before us."
The *Gazzetta d'Italia* understands that the Austro-German programme is to occupy completely Serbia and Belgium and to offer to the Allies peace upon the basis of the re-establishment of the status quo ante throughout the world.

Kitchener's First New Army.

The *Pioneer's* London correspondent cabled on November 28: The first new army has completed its recruit training and is now at field work and advanced musketry. I have seen battalions at work after an interval of a week or two, and have been astonished by the progress made. Their degree of efficiency is far ahead of what might have been expected. At bayonet practice, and as marksmen they challenge comparison with any other. The using of expert Bieleys shots to teach musketry has been successful. The keen spirit of the first new army is beyond all praise. Now it is clear of elementary training the progress will be very rapid. The Highland troops are especially good, also the light division. The Eastern Battalions are also well forward. The Irish have some of the best material of any. The officering is working out well. A big heaven of experience throughout the units has a remarkable effect on the development of the men.

If you have lost your appetite, one of the big variety of dainty dishes at the ALEXANDRA CAFE is sure to tempt you.

FRENCH SERGEANT'S STRATEGY.

70 Uhlans Captured by 12 Dragoons.

Paris, Nov. 12.—Twelve dragoons, under the command of a sergeant sent out from one of the French cavalry bases to get in touch with the enemy and ascertain their positions in a wood near the forest of Lagny, with a view to an attack the next day, captured 70 Uhlans and covered themselves with glory.
They had pushed nearly as far as their objective when one of the troopers who had been riding ahead reported that there were 80 Uhlans coming up the road at a trot. The sergeant in charge of the dragoons was a man of resource. He told his men to dismount, and led them to a farmhouse, which he had noticed close by, and which proved to be deserted. His men were used to outpost work. They led their horses into the farmyard and fastened them in the stable, and placed before it a farm cart that had lost two of its wheels. They then entered the farmhouse, hurriedly pulled the furniture before the door and windows, and followed their sergeant upstairs, where an excellent view of the road could be obtained.
They watched until they heard the Uhlan squadron approach. The sergeant whispered to his men not to fire until he gave the word. Laughing and talking, the Germans drew near. Suddenly the report of a volley rang out. Oaths and shouts came from the road and the curse of a man who tried to rein in his horse and found that a bullet had broken his arm. The Uhlans were still in a confused mass when a second volley rang out and sent them scuttling to shelter behind the trees.

A minute later a few desultory bullets began to whistle round the farmhouse. The German firing was wild and it was clear that they had not yet recovered from their surprise and were unaware with what force they were dealing.
The sergeant reflected for a minute and then he turned to his men.
"I fancy we will be able to get the whole lot if you only follow out what I tell you," he said. "Six of you will stay here with me and keep up firing as fast as possible with all the twelve carbines. The rest of you will go downstairs and kick up a row. Shout and throw the furniture about."
The six men clattered downstairs. The sergeant and the rest of the section shot faster than they had ever done yet at field practice. At the same moment a terrible noise broke out below. It sounded as if at least a whole battalion were mustering in the farmyard, while a trumpet who was with the party sounded the "Stand to arms" for all he was worth.
The fire from the Germans died down and a minute later a solitary figure advanced into the roadway waving a white handkerchief.
The sergeant asked if they wanted to surrender, and get-

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ing an affirmative reply shouted: "March your men out into the road and make them pile their arms up. I will send a file of men to receive them," as if he were an officer commanding, at least a company.
He then ran down and with six men, marched out and took possession of the Uhlans' rifles and swords. Next he made the Uhlans fetch their horses and mount them. Then he mustered them up in the road, and with six of his men riding in front and the other six and himself with levelled carbines riding behind he gave the order to start. The Uhlan lieutenant, when he saw that he had been fooled, and that there were only twelve troopers in all, would have gladly tried to escape, but only a couple of feet behind his head was balanced the loaded carbine of the sergeant.
At dawn the strange procession rode through the rain into the brigade headquarters, the twelve troopers with their 70 prisoners.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.
Bongmu Miniere Compagnie, San Francisco.

Brandt, Dorothy Lyman, Hongkong Hotel, Shanghai.
Chibajo 78, Sionguanque, Manila.
Collins, Passenger Oriental, Batavia.
Erikson, Mrs., Peak Hotel, Bangkok.
Fernandes, Jose Corporal 1268 Gunboat Macao, Macao.
Heise, Hongkong Hotel, Manila.
Madruge 1268 Gunboat Macao, Macao.
Robinson American Consulate, Kuala Selangor.
Siddah Cangany, Namjadung, Saigon.
Yee Kee Chong, 97 Connaught Road, Thames.
W. B. ELWES, Superintendent, Hongkong, Dec. 17th, 1914.
Great Northern Telegraph Company Ltd.
Bouman, Hongkong Hotel, Shanghai.
Chauenhong, Shanghai.
Itahang, Yonlo Street, Antung Jap.
Bowlinghong, Yokohama.
Quanyong, 70 Queen's Road East, Yokohama.
Seouluk Astor, Saratow.
Suzanne Terrain, Post Office, Shanghai.
Tongwoo, Kobe.
Tanshinuatt, Kobe.
R. BLACK, Superintendent, Hongkong, Dec. 18th, 1914.

NOTICES.

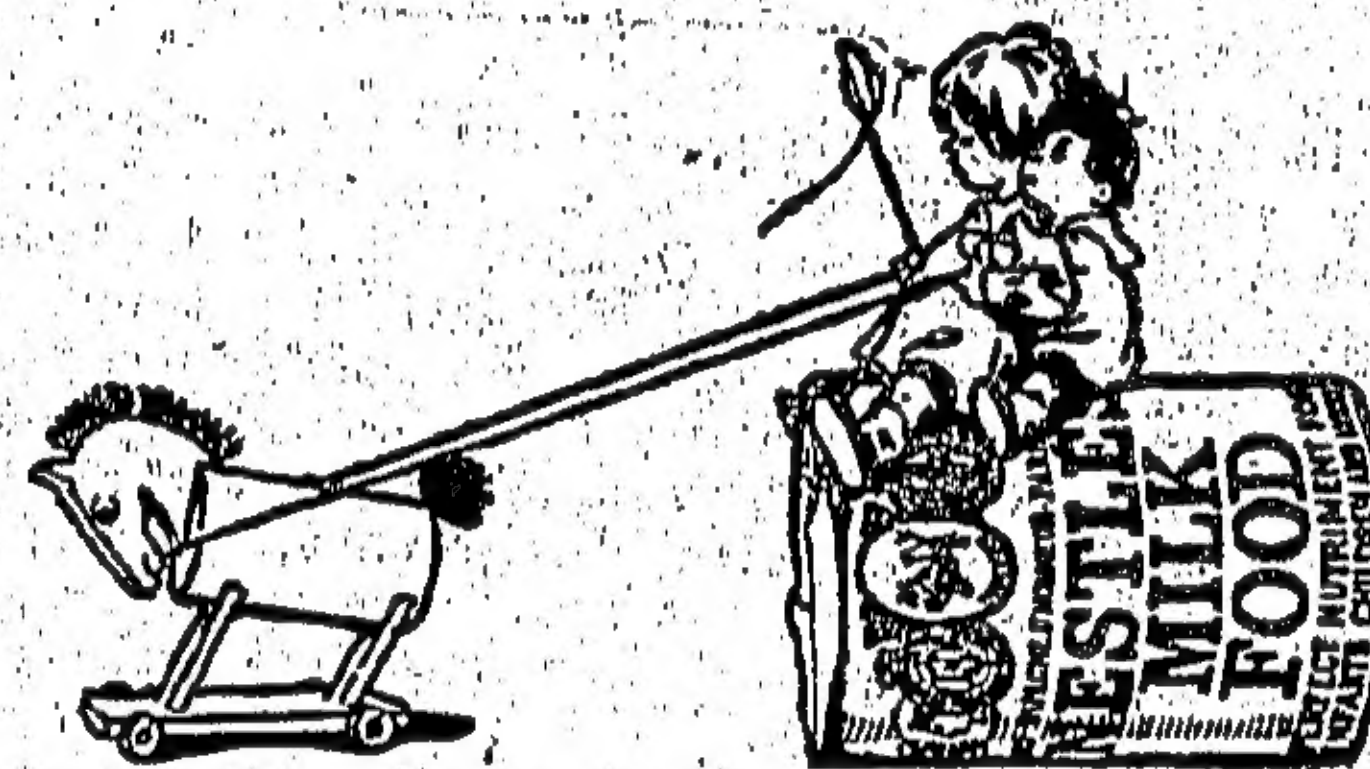
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YOUR NAVY AS A FIGHTING MACHINE, by Jane.....	80	BRITAIN'S DUTY TO-DAY, by Lyttelton.....	36
AIRCRAFT IN THE GERMAN WAR, by Bulet.....	80	HOW THE WAR CAME ABOUT, by E. L. Bosc.....	30
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Office address: 11, Ice House St.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 30, 1914.

THE STATUS OF ALIEN ENEMIES.

In a recent issue of the *Law Times* there appears the report of a case which is of considerable interest at the present time, but which is of far less interest in Hongkong than it would have been before the passing of the Alien Enemies (Winding-up) Ordinance. During the period when the German merchants in this Colony were, after war was declared, permitted to remain and to trade here, an impression appears to have existed that their status was then as it had previously been—that of a friendly alien, and not of an alien enemy, and consequently that they had as much right to sue in our Courts as any British subject. It is considered probable that this view of the position was that which was taken by our own local Courts. No doubt some old reported decisions (one, of over 200 years ago) lent colour to such view; for it appears by these decisions to have been held, in effect, that a right to sue in our Courts is a consequential right of the protection afforded to an alien enemy by his licence to reside, and trade, in British territory. A recent case which supported this view is one in which Mr. Justice Sargant refused an application to dismiss an action brought by the wife of an alien enemy. He did so on the ground not only that she was permitted to reside in England, but also that she was commanded to do so.

But, if the decision of His Honour Judge Mulligan, K.C., reported in the *Law Times*, is correct, the personal disability of German subjects, who had become alien enemies, to maintain actions in our civil courts was not removed, either by any proclamation of His Majesty, or by express permission to trade here, granted by local authorities. Proclamations which had the effect of rendering commercial transactions with a German resident not illegal, as being in the nature of "trading with the enemy," it was held by the learned Judge, merely prevented a defence of illegality from being raised, (as it could otherwise have been by the alien enemy himself), and did not confer any status, or rights to sue in our civil courts, upon subjects of the Kaiser. These proclamations, and any licences to trade which may have been locally given, (apart from the question as to whether any such licences at all could have lawfully been given to alien enemies by one of several allied nations), could only have been made, and given, for the benefit of British subjects or alien friends, whose business might suffer if all trade, anywhere, with the alien enemy were stopped entirely. To a large extent this resulted for the benefit of the alien enemy himself, in so far as he was permitted to continue his own business, and his residence in British territory, but not to the extent of altering his status as the subject of a Sovereign, at war with England, to whom he owed allegiance. This is the effect of the decision, last reported, and it certainly appears reasonable. At common law, all the property of an alien enemy in British dominions may be confiscated by the Crown, and he himself be seized and imprisoned. Therefore, when he is permitted, by proclamation or express licence, to continue to enjoy his freedom, and his property, a distinct privilege is accorded to him; but this privilege cannot be deemed to be extended by implication, so as to confer upon him rights of which, as an alien enemy, he is not possessed.

The views here expressed, although clearly those of Judge Mulligan, are opposed to the ancient decisions (as also to the more recent one) before referred to; but it is difficult to comprehend a reasoning that, because a certain privilege has been given to an alien enemy, therefore he is deemed to have been given all the privileges of an alien friend. A special licence may doubtless be given to an alien enemy, which carries with it, expressly, all such privileges; but, unless this is done, an ordinary licence to reside and trade here, or a proclamation having the same effect, cannot be construed as conferring privileges upon the recipient beyond those stated in the licence; nor can it affect his status, which, being that of one whose Sovereign is at war with England, is that of an alien enemy.

It has recently been held by Mr. Justice Bailhache that it would be opposed to the fundamental principle of justice to hold that an alien enemy could not defend an action brought against him in our Courts, but there is a vast difference between bringing an action and defending one. In the former case, the assistance of our Courts is sought for by the plaintiff, and such assistance cannot be given to one who is an enemy of our country; in the other, the defendant has not voluntarily sought assistance, but is merely resisting possible attempted oppression; and, as stated by Mr. Justice Bailhache in his judgment, "no state of war could demand or justify the condemnation by the civil court of a man unheard."

Everything "First Class."

We have been told an experience which is worthy of publication. A Hongkong gentleman had occasion to use one of the trains at Kowloon just a little while ago and on walking into the first-class compartment he beheld two Chinese attendants lolling on the seats with their feet on the upholstered parts. His entry did not effect the Government servants, who evidently thought they had as much, if not more, right to the convenience of the compartment than the ticket-holder. Possessing not the somewhat volcanic temperament of men we know, the traveller permitted himself to be accompanied on the journey, or a portion of it, by the sprawling couple. Chinese servants do not as a rule err on the side of cleanliness and the seats of the first-class compartments on our trains are of a character especially liable to hold dirt and vermin. If, then, the cost of a first-class ticket on the Canton-Kowloon Railway provides one with the excitement attached to dodging consequences, we are prepared to leave the first-class to those who like hair-breadth escapes. Satisfactory.

We are glad to observe that in the erection of the new street lamps in Kowloon the authorities appear to be taking note of some comments we made here the other day. When the standards were put up in the centre of Nathan Road, we suggested the advisability of some form of protection being provided for their bases. Since then, new lamps have been erected in Salisbury Road, and it seems as if some sort of guard is to be provided, since the bases are raised some distance from the ground. So far, so good. At the far end of Nathan Road the new standards, as we pointed out at the time, have made the use of the macadamized centre practically impossible, but it is satisfactory to see that the task of tarring the road for its whole width has now been commenced.

Another Arms Case. We again have to offer congratulations to the local revenue services on the seizure of smuggled arms. A Chinese ship's cook on whom were found a couple of revolvers, a Mauser pistol and about nine hundred rounds of ammunition, has, through the energies of this service, been complimented with a thousand-dollar fine or, in default, three months' imprisonment. Scouring the time-worn story that a man, whom he didn't know had given him the contraband articles to hold while the rightful owner went round the corner to do some shopping, he drew liberally on his imagination or invention, taking, like a practiced tactician, full advantage of war circumstances. But his particular war yarn failed to work, or he enlisted the magistrate's sympathy. What we should like to know, is, who pays these fines? A Chinese cook is seldom destitute, but it is some little distance from making a comfortable profit on his useful calling to being able to meet a fine of about a hundred pounds. This particular individual may have expressed a preference in favour of gaol, but most people in Hongkong are well aware that, in quite a number of arms cases, the fines, often big ones, are cheerfully paid—by someone. But by whom? If one may ask.

Disgruntled Filipinos. From Manila papers we read an account of what appears to have been something like a systematic attempt, even though on a small scale, at armed revolt on the part of some Filipinos in Manila. In a sense the attempt is laughable, and one is well assured that the American Government will know how to handle these fifty misguided persons, and a good many fifty besides, if need be. But, from what we know of Americans who have lived in the Philippines, we are prepared to find them laying the blame for this kind of thing to a great extent on the Government itself. Well-known Americans have repeatedly told us that the Filipinos are not ripe for independence; then why does the Government play with the luckless natives on this point? So long as they believe that a certain proportion of the ruling power is in favour of handing over the islands to them, they may well feel uncharitably disposed to those who hold other views.

DAY BY DAY.

ALL GOD'S PLEASURES ARE SIMPLE ONES. HEALTH, THE RAPTURE OF A MAY MORNING, SUNSHINE, THE STREAM, BLUE AND GREEN, KIND WORDS, BENEVOLENT ACTS, THE GLOW OF GOOD HUMOUR.—Robertson.

The Weather.
Lower level 8 a.m. Temp. 59; fine.

At the Peak 8 a.m. Temp. 51; fine.

The Mails.
French Mail.—Per s.s. Dambou due to arrive to-day.

English Mail.—Closed per s.s. Fushima Maru to-day at 9 a.m.

Canadian and U.K. Mail.—Closed per s.s. Ixion to-day at 1 p.m.

Count the Columns.
Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 36 published.

The Dollar.
The rate of the dollar on demand to-day is 1s 9.3-10d.

Mr. Shewan Sick.
We much regret to learn that Mr. Robert Shewan is on the sick list and is unable to attend at his office.

Chinese from America.
The s.s. Calchias, which arrived from British Columbia on Monday, brought to the Colony 468 Chinese from America.

Discharged.
The Chinese charged with embezzlement of \$300, who has been several times remanded, was discharged at the Police Court, this morning.

Via Panama.
The s.s. Chalister, consigned to Messrs. Dodwell and Co., arrived in port from Manila on Monday, to load general cargo for New York via Japanese ports and the Panama Canal.

The Emerson Calendar.
The "Emerson Calendar," with illustrations, and also quotations by the famous poet, sent us by the Alexandra Cafe, is a very charming, and uncommon one. This firm of caterers is to be congratulated on its taste.

The Missing Car.
The master of a junk reports that his vessel, while sailing off Blackhead's Point, collided with a cargo boat and lost one car. The cargo boat was seen to pick up the car, valued at \$15, and sail off in the direction of Wan-chai.

Artistic Calendar.
From Messrs. Loxley and Co. we have received an extremely dainty calendar advertising "Izal," the famous disinfectant. It bears an engraving of "Madame Le Brun at Her Easel," after the painting by Madame Vice Le Brun, which is well worth framing.

Well-known Cleric in Hongkong.
The very Rev. Dr. A. Gomes, vice rector of the Seminario de San Jose in Macao, is staying in the Colony for a few days. Yesterday evening, by invitation of the Bishop, he preached to a large congregation, during the *Quarant' Ore* devotions, at the Cathedral of the Immaculate Conception.

Brisk Shipping.
The harbour at present bears an unusually busy aspect. There is a large number of vessels in the harbour, and certainly more than there have been since the war began. Yesterday there were four Blue Funnel boats, the Chiyo Maru, the Siboria, the Nera and the new N.Y.K. s.s. Fushima Maru, in port.

Victoria Theatre.
A very crowded house witnessed the first showing of the "Balls of Rheims" film at the Victoria Theatre last night, and, from the prolonged cheering that greeted many portions of it, it was evident that the picture is going to be a popular one. Many other interesting films were shown, chief among them a fresh series of War pictures, brimful of live matter. Persons who see these pictures will want to see them again.

Legislative Council.
At to-morrow's meeting of the Council, the Hon. Colonel Secretary will move the following resolution:—"It is hereby resolved that a sum of Dollars Three hundred and forty-eight thousand eight hundred and sixty-six and Cents ninety-three (\$348,866.93) be advanced out of funds in the custody of the Government for the construction of the Kowloon-Canton Railway (British Section) during the year 1914."

NOTES ON THE CRISIS.

ARE THE ZEPPELINS A FAILURE?

Germany and U.S. Consuls in Belgium.

The official report of the British seaplane raid on the German warships in the Schilling Roads brings into prominence the Aethusa, which took so large a part in the battle of Heligoland Bight. The name of this ship and that of the Undaunted occur in a paragraph of no little significance. The statement that the guns of these vessels were able to put the Zeppelins to flight tends to prove that these craft are unwieldy enough to place their own crews in considerable danger. Indeed, their great recommendation to German favour seems to be the amount of explosive they can carry, but if their size only permits them to sail over their objective once and discharge what they have without success, their errand for the time being is about finished, for their bulk precludes at one and the same time a fine target and an insuperable obstacle to swift manœuvring. Indeed, recent experiences should lead the British to be glad that they are not burdened with such unwieldy craft in any large numbers. Again, it would appear that one of the finest protections either for ship or aircraft is its handiness. Until some engine is found for the submarine which will give it, when submerged, the speed of a destroyer, surface boats, so long as their antagonists have been seen, will have the advantage.

What Does it Mean?
There may or may not be something in the notification which the German Government has addressed to the United States with reference to the American Consuls in Belgium. On the face of it, however, it looks as though the presence of some of them in Belgium has rendered things uncomfortable for our enemies. It is inconceivable that the representatives of a neutral state have been giving away important military news to either side, so that to complain on that score would be as idle as it would be baseless in fact. There only remain two other possible reasons. Firstly, that some of them have been too active in securing the well-being of the remaining unfortunate Belgians, or, secondly, that the Germans are still none too desirous of some of their stranger military practices being too early commented upon. While everyone acknowledges the fact that a consul must be acceptable to the Government of the country in which he is stationed, and that any country has the right to demand the withdrawal of any consul, it is only another interesting indication of the methods of the Germans when they desire the withdrawal of men of whose testimony they need not be afraid, if they did everything that was right from a military point of view, and the substitution of others whose sole claim to acceptability would seem to be a complaisant servility to the dictates of men afraid of their unclean tactics coming to the light of day.

The Russian Advance.
Events in the Eastern theatre—unfortunately only too scantily reported—move with a rapidity which seems astonishing after the slow work on the other side of Germany. The alternate fighting, backwards and forwards over the same ground, in Poland, and the tactics of the Russians all through, show that they have chosen their own ground and that they are making good use of it. One would think, after the severe losses that have been meted out to the Germans in this locality, that they would either change their plans and endeavour to draw the opposing forces to a new arena, or else modify their existing arrangements and endeavour to reorganise their front.

Rubber and Copra Drying.
The principal of a well-known firm of Ventilating and Drying Plants visited Java, the F.M.S. and S.S. during the present year for the purpose of acquiring information on the above subject and he has now submitted plans and specifications to the Borneo Co., Ltd., Singapore, who will be pleased to forward particulars to those interested.

\$7 A MONTH.

TEST CASE FOR CHINESE WORKMAN.

Interpreter on his Duty to the Court.

Before Mr. Justice Gompertz, at the Summary Court, this morning, Li King-ohing, Praya East, sued Ip Ohing-po, 278, Queen's Road West, for \$37.50, wages due. Mr. Faithfull appeared for the defendant.

Plaintiff said his wage was \$7 per month. The firm was not bankrupt, though there were many claims against it.

His Lordship said he thought he had given judgment against the firm.

Mr. Faithfull said that that was in the case of goods supplied. His Lordship said that point did not matter.

Mr. Faithfull argued that this was a test case by a workman, and if one workman got a verdict, others would come along and sue the firm.

Plaintiff said the firm were rat-tan manufacturers, and he was originally engaged at \$8 per month, but his wage was increased by \$1 a month for extra work.

Mr. Faithfull asked a question while a previous one was being answered. The interpreter continued his interpretation. The lawyer then demanded an answer to his second question.

"He has not finished the interpretation yet. I must interpret for the Court's benefit whether for your benefit or not, Mr. Faithfull; please excuse me," observed the interpreter.

Mr. Faithfull:—Well, I thought you had finished; it is a very long answer.

Mr. Crowther Smith said he appeared for six folks in a similar action and got judgment against the firm. He applied to the Official Receiver and was told that Mr. Seth was the receiver. Mr. Seth said there was nothing remaining in his hands and there was not likely to be anything. The actions were adjourned sine die against this defendant. It might be that the plaintiffs in this action would be useful to his Lordship in deciding the question.

Mr. Faithfull said his defence was that the defendant was sued because the firm was not in a substantial financial position, and he was singled out as the one partner to sue for money, independent of the firm, for wages due under a contract with the firm. That was not right.

His Lordship said the plaintiff was quite within his rights if he had the defendant and the other partners joined.

Mr. Faithfull:—Yes.

His Lordship:—Then you submit to judgment?

Mr. Faithfull:—No, they should be joined.

His Lordship:—That is not a defence. So far your cross-examination discloses no defence. Are they within jurisdiction?

Mr. Crowther Smith:—I don't think so.

His Lordship:—One is within jurisdiction—he is in the Hongkong prison.

Mr. Faithfull said they wanted the partners joined so that they could get joint liability. Defendant, as he told his Lordship in Chambers, had only \$18 per month.

His Lordship:—I am not quite sure he did not get the better of me. I think my heart was too soft—(laughter).

The hearing was adjourned.

GOING TO THE COUNTRY.

A Chinese, who showed remarkable ability at concealment, was charged at the Police Court, yesterday, with being in unlawful possession of a Mauser pistol and 180 rounds of ammunition on board the Calchias.

From the evidence it appeared that the pistol had been taken to pieces and concealed in a tea caddy, broom and a feather pillow. The ammunition was also hidden away in the luggage of the defendant.

His Worship imposed a fine of \$10.

Mr. Faithfull, who defended, said defendant was going straight to the country, but for being arrested.

SCHOOL SPORTS.

Ellis Kadoorie School's Annual Function.

Yesterday afternoon the annual sports in connection with the Ellis Kadoorie School took place at the Happy Valley, being attended by the scholars and a large number of friends. The various items were keenly contested and at the close of an enjoyable programme the prizes were presented by Mr. W. Logan. The results were as follows:

100 Yards (Senior C.)—1, Ng Hong-tai; 2, Tsang Yuk-wing; 3, Shiu Pui-kan.

200 Yards Handicap (Over 15).—1, Tsang Yuk-wing; 2, Chan Hong; 3, Ng Hong-tai.

200 Yards (Under 15).—1, Hi Chun-kai; 2, Leung Kwok-lam; 3, Lo Yee-ki.

High Jump (S.C.)—1, Tsang Yuk-wing; 2, Ng Hong-tai. Height, 4 ft. 9 inches.

100 Yards Handicap (Under 15).—1, Yee Shun-pui; 2, Ho Chun-kai; 3, Lam Yuk-ying.

100 Yards Handicap (Over 15).—1, Tsang Yuk-ying; 2, Tsang Yuk-wing; 3, Ng Shu-kwong.

Sack Race.—1, Ng Shu-kwong; 2, So Man; 3, Pun Yau-bak.

440 Yards (S.C.)—1, Tsang Yuk-wing; 2, Leung Yau-ki; 3, Chan Hong.

Three-Legged Race.—1, Chan Chak-ye and Ho Ka-yen; 2, Tsang Yuk-ying and Chan Ki-yan.

400 Yards Handicap (Under 15).—1, Leung Kwok-lam; 2, Hi Chun-kai; 3, Lam Yuk-ying.

Old Boys' Race (300 Yards).—1, Chan Man-woon; 2, Chin Hong-son.

Long Jump (S.C.)—1, Wong Chung-yau; 2, Tsang Yuk-wing.

Half Mile Handicap (Under 15).—1, Leung Kwok-lam; 2, Leung Kwok-lam; 3, Lam Yuk-ying.

Throwing the Cricket Ball.—1, Wong Chung-yau; 2, Shiu Pui-kan.

Half (S.C.)—1, Tsang Yuk-wing; 2, Mak Tze-tai; 3, Lo Kwong-chun.

Obstacle Race.—1, Shiu Pui-kan; 2, Tsang Yuk-wing; 3, Ng Hong-tai.

440 Yards Handicap.—1, Hi Chun-kai; 2, Tsang Yuk-wing; 3, Wong Chung-yau.

Team Race (invitation).—St. Paul's College.

MEAN.

Hospital Coolie who Defrauded Patient.

A Chinese, who was unfortunate enough in health to have to go to the Government Civil Hospital for treatment, brought in with him worldly possessions which amounted to \$5.60. On entering the institution, a coolie employed there asked him if he had any money he wanted taking care of. The man said he had, and handed over his money. When he was leaving the hospital yesterday, he asked for his money back, but the coolie only returned \$1.60 and denied receiving any more. He was charged at the Police Court, this morning, and there promised to refund the remainder of the money. It was too late, however, Mr. Hazeland observing that he was of the opinion that a lot of that kind of thing was going on. He sent the coolie to gaol for a month with hard labour.

SANITARY BOARD.

The meeting of the Sanitary Board was held yesterday afternoon, when the President of the Department, Mr. G. N. Orme, presided. There were also present: Hon. Mr. A. F. Churchill, Hon. Mr. R. L. Bowley, Mr. Ng Hon-tsz, and Mr. Chan Kai-ming, with Dr. Francis Clark, M.O.H. and Mr. W. Bowen Rowlands, secretary.

A letter was received from Government relative to the appointment of the Hon. Mr. E. A. Howett, O.M.G., to the board.

Applications for permission to erect water closets at the Jockey Club and in a house to be erected on Kowloon Island (Lot No. 1260) were considered, the first being granted and the second refused.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL.
STEAMSHIP LINE.

From Hongkong

Sailings Temporarily Withdrawn

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

The S.S. "Orissa," tons 5,436, Capt. Redfern, R.N.R., will be despatched for Shanghai, Vladivostok, Kobe and Moji on the 19th Jan., 1915.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Dec. 26, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

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THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	7th Jan.	10th Jan.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For freight or Passage apply to

Butterfield & Swire.

No. 23.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination. Steamers. Sailing Date.

MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said
Fushimi Maru T. 25,000 {WEDNES., 30th Dec. at 10 a.m.
Hirano Maru T. 16,000 {WEDNES., 13th Jan., at 10 a.m.
Capt. Fraser

VICTORIA, B.C., and SEATTLE via S'hai, Moji, Kobe, Yokohama, and Yokohama
Tamba Maru 12,500 {TUES., 12th Jan. at noon.
Capt. Nagasuye

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane
Nikko Maru T. 9,600 {WED., 13th Jan. at noon.
Hitachi Maru T. 13,500 {WEDNES., 10th Feb. at noon.
Capt. Sato

CALCUTTA, via S'pore, Penang & Rangoon
Rangoon Maru T. 10,000 {WED., 30th Dec.
Jinsen Maru T. 5,000 {THURSDAY, 31st Dec.
Capt. Terada

KOBE
Hakata Maru T. 1,250 {THURS., 1st Dec.
Capt. Kawashima

S'HAU and Kobe
Hitachi Maru T. 13,500 {WEDNES., 13th Jan. at 5 p.m.
Capt. Sado

NAGASAKI, Kobe & Yokohama
Kamo Maru T. 16,000 {FRIDAY, 1st Jan. at 11 a.m.
Capt. Shimizu

Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Katori Maru	20,000 tons	Thursday 28th January
Kamo	16,000 "	11th February
Kashima	20,000 "	25th February
Mishima	16,000 "	11th March
Suwa	25,000 "	25th March
Atsuta	16,000 "	8th April
Yasaka	25,000 "	22nd April
Miyasaki	16,000 "	6th May
Kitano	16,000 "	20th May
Fushima	25,000 "	3rd June

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday 26th January
Sado	12,500 "	9th February
Yokohama	12,500 "	23rd February
Awa	12,500 "	9th March
Shidzuoka	12,500 "	23rd March
Tamba	12,500 "	6th April
Aki	12,500 "	20th April
Sado	12,500 "	4th May

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Luchow	31st Dec. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kueichow	2nd Jan. at 9 a.m.
SHANGHAI	Chenan	3rd Jan. at 4 light
MANILA, CEBU & ILOILO	Teian	5th Jan. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhu," "Taming," and "Teian." Excellent saloon accommodation, amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," and "Chenan" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms & Dining Saloon, maintain a fast schedule service between Canton, Hongkong, and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday, and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36

Hongkong 30th Dec, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer.	From	Expected on or about	To	Will leave on or about
Tilpapas	JAVA	2nd half Dec.	JAPAN	1st half Jan.
Tikembang	JAVA	1st half Jan.	S'HAU	1st half Jan.
Tikini	S'HAU	1st half Jan.	JAVA	1st half Jan.
Tilaroem	JAVA	2nd half Jan.	JAPAN	1st half Jan.
Tilmanok	JAVA	2nd half Jan.	S'HAU	2nd half Jan.
Tilbadas	JAVA	2nd half Jan.	JAPAN	1st half Feb.
Tililong	JAVA	1st half Feb.	JAPAN	2nd half Feb.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

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York Building. 115

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SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chio Maru	22,000 - 21 knots	Tuesday, 5th January.
Tenyo Maru	22,000 - 21 knots	26th January.
Nippon Maru	11,000 - 18 knots	9th February.
Shinyo Maru	22,000 - 21 knots	23rd February.

† via Manila, omitting Shanghai.

Steamers via Shanghai leave at noon.

Steamers via Manila leave at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£60. " " £96.10.

" " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,200 - 15 knots 9th Jan.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

O. WURIU, Acting Agent.

KING'S BUILDINGS.

Telephone No. 291

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenham	2nd Jan.	29th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUES., 5th Jan. at 1 p.m.
Haiching	W. C. Passmore	FRI., 8th Jan. at 1 p.m.

FOR AMOY AND FOOCHOW.

Haiyang | A. E. Hodgins | SAT., 2nd Jan. at 4 p.m.
Calling at Swatow for Passengers only.

FOR SWATOW.

Haimun | A. H. Stewart | SUN., 3rd Jan. at 10 a.m.
Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, LaPrak & Co.,
General Managers.

LOG BOOK.

New Steamship Lines Coming.

Mr. J. P. T. Walen, of the Royal Netherlands and Rotterdam Lloyd steamship companies, has announced to Governor-General Harrison at Manila that the lines which he represents intend to establish a regular trade route between Java and New York via Manila and the Panama Canal. It is expected, says the *Cable News*, that at least one ship a month will be placed upon this run and some of these vessels are as large as twelve thousand tons. These companies have recently taken over the Standard Oil contracts for transportation from New York to the Dutch East Indies.

Motor Ships and East Asiatic Co.

Speaking of motor ships, says

London *Fairplay*, the Mississippi

is the first vessel of the type built

by Harland and Wolff, and the idea

of internal combustion engines

has been carried so far in her

that it is utilised for all purposes

on board, so that the vessel does

not require to have an ounce of

coal. Her engines, however, are

not the first set made and fitted

by the Barmister and Wain

Company of Glasgow. This

distinction belongs to those of

the "converted" vessel Bandon

of the East Asiatic Company of

Copenhagen. The Bandon has

been completed, and her sister

ships, the Pagan and the

Chumpon, are next in turn.

Their engines are all but ready.

The three ships were at Glasgow

for a considerable time. It was

not light task to remove from them

all their boilers and steam engines

in such a way that these could be

utilised for other hulls—specially

built on the East Coast to take

them—and then to clear out the

engine and boiler spaces, re-

arrange everything for the new

type of machinery and install in

each the two sets of six-cycle,

1600 h.p. Diesel motors. The

achievement deserves special

mention in all future stories of

marine engineering. Why it was

done, or why the owners did not

build new hulls for new motors,

and sell the three older vessels,

is another story. It seemed a

curious proceeding, but doubtless

it was the most profitable. For

we cannot teach the East Asiatic

Company of Copenhagen much

about the economics of the

internal combustion engine.

Cargo in Allen Vessels.

London, Nov. 13.—It will be

remembered that at an important

meeting held recently of the East

India Section of the London

Chamber of Commerce a com-

mittee was appointed to consider

the question of British cargoes in

alien bottoms, especially the

Barenfels and the Gutenfels at

Alexandria. An announcement

has just been issued concerning

the progress of negotiations as

follows: "The Committee ap-

pointed at a meeting of ship-

pers and owners of cargo on

the above mentioned vessels have

continued to urge the Admiralty

and other Government Depart-

ments to allow these vessels to be

sent on to their destination in

India with their cargoes intact.

The Chairman of the Committee

has recently ascertained that, in

all probability, a joint committee

representative of various Depart-

ments of State will shortly be

appointed, to deal with applica-

tions such as that made on behalf

of British Owners of cargo on the

Barenfels and the Gutenfels. It

was also ascertained that, al-

though it was not beyond the

bounds of possibility that some

method might be devised whereby

British Owners of cargo might be

freed from the necessity of est-

ablishing their ownership before

the Prize Court, yet, in the mean-

time, claimants in respect of

cargo are under the necessity

of producing documents est-

ablishing their title to the Prize

Court at Alexandria. Enquiries

were made whether, in cases

where the documents of title

were not available a certified copy

of an invoice would enable the

claimants to establish ownership

before the Court and it was

understood that in such cases it

was possible that the Court might

be disposed to accept such evi-

dence as satisfactory under

adequate guarantees. A further

circular will be addressed

to those interested when any

additional information comes to

hand."—Singapore Free Press.

Oysters, Fresh, Fried or Stewed

Findon Haddocks, Kippers &c.

ALEXANDER CATT.

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
SHANGHAI	Chipshing	Thur., 31st Dec. at noon
MANILA	Loongsang	Sat., 2nd Jan. at 3 p.m.
Kobe	Fausang	Sun., 3rd Jan. at d'light
SHANGHAI	Lienshing	Sun., 3rd Jan. at d'light
SHANGHAI	Kwongsang	Sun., 3rd Jan. at d'light
Tsien via Shanghai	Cheongsang	Tues., 5th Jan. at d'light
SHANGHAI	Hangsang	Tues., 5th Jan. at d'light
S'PORE, P'ang & O'cutta	Namsang	Tues., 5th Jan. at 3 p.m.
MANILA	Yuensang	Sat., 9th Jan. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei. ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMeward.

For	Steamers	Date of Departure
LONDON	Radnorshire	21st Jan.
LONDON	Radnorshire	21st Jan.

TRANS-PACIFIC "SHIRE" & "GLEN" JOINT SERVICE.

VICTORIA, V'VER, S'TLE, } Glengyle 10th Jan.
TAOUMA & P'LAND. }

For freight and further particulars, apply to

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

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JARDINE, MATHESON & CO., LD.
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THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

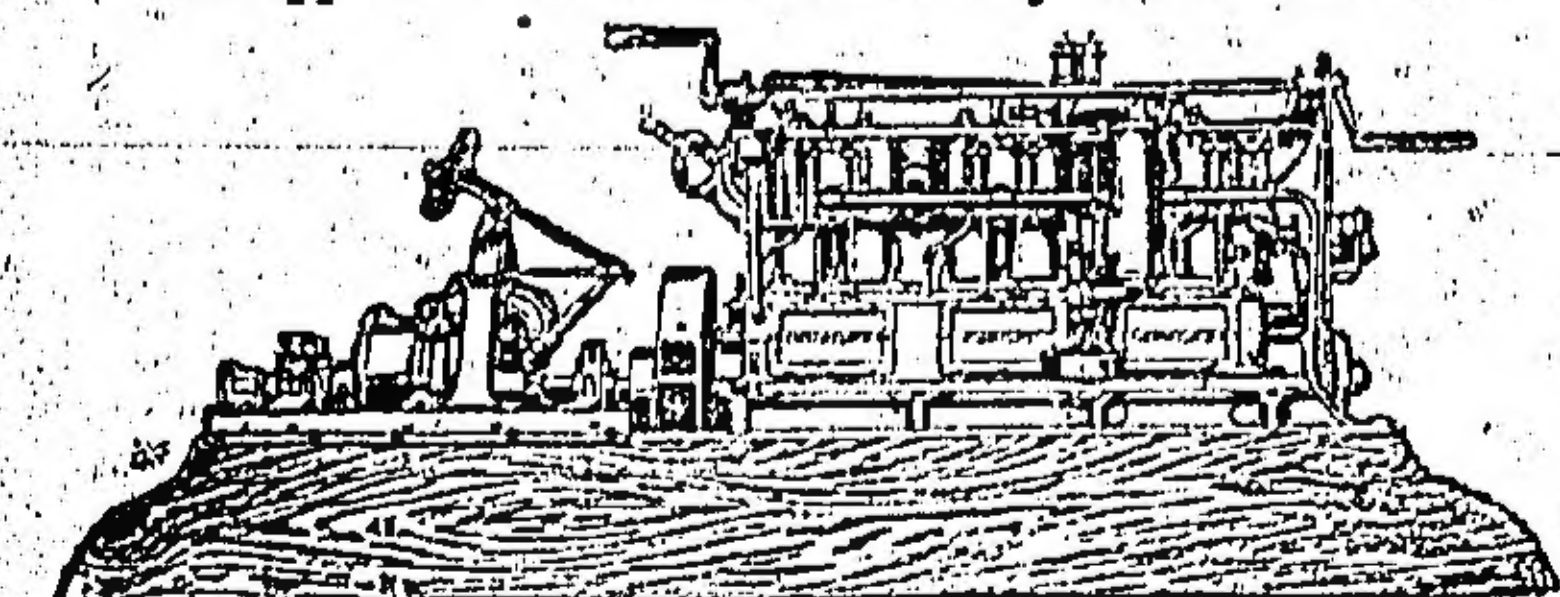
GRAVING DOCK 78' x 88' x 34'6"

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for: **JOHN I. THORNYCROFT & CO., LTD.**

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.



O.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager
11 a.m. to 12 noon at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS,
Telegraphic Address: "TAIKOODOCK."
TELEPHONE No. 991.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
L'don, S'pore, via P'ang, O'bo, &c.	Nagoya	P. & O.	1, Jan.
Marseilles via Ports	Cordillero	M. M.	12, Jan.
London	Radnorshire	J. M. Co.	24, Jan.

NEW YORK, SAN FRANCISCO AND CANADA.

San Francisco via S'hai & Japan &c.	Chiyo M.	T. K. K.	5, Jan.
Via B.C., T'ma via K'lung, Japan	Canada M.	O. S. K.	6, Jan.
South America Line	Kiyo M.	T. K. K.	9, Jan.
San Francisco via S'hai & Japan &c.	China	P. M. Co.	12, Jan.
Via B.C. & S'hai via S'hai &c.	Tamba M.	N. Y. K.	12, Jan.
Victoria, Vancouver, Seattle, &c.	Glengyle	J. M. Co.	15, Jan.
Tacoma & Portland &c.	Manchuria	P. M. Co.	19, Jan.
San Francisco via S'hai & Japan &c.	Tacoma M.	O. S. K.	28, Jan.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	13, Jan.
Australian Ports via Manila	Aldenharn	G. L. Co.	29, Jan.

SINGAPORE, COAST PORTS AND JAPAN.

Kobe	Jinsen M.	N. Y. K.	31, Dec.
S'hai, Moji, Kobe and Yokohama	Nile	P. & O.	31, Dec.
Shanghai and Kobe	Hakata M.	N. Y. K.	31, Dec.
Kobe and Yokohama	Kamo M.	N. Y. K.	1, Jan.
Shanghai	Arcadia	P. & O.	1, Jan.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	1, Jan.
Kobe	Fausang	J. M. Co.	3, Jan.
Swatow	Haimun	D. L. Co.	3, Jan.
Singapore, Penang and Calcutta	Namsang	J. M. Co.	5, Jan.
Swatow, Amoy & Foochow	Haitan	D. L. Co.	5, Jan.
Moji & Kobe	Hokuto M.	D. & Co.	7, Jan.
Nagasaki, Kobe and Yokohama	Hitachi M.	N. Y. K.	13, Jan.
S'hai, Vladivostok, Kobe & Moji	Orissa	D. S. Co.	19, Jan.
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	29, Jan.
Bombay via S'pore, Port S'ham, Penang & Colombo	Peking M.	O. S. K.	M. of N.
Shanghai	Tjitaroom	J.C.J. L.	Q. deap.
Java	Tjiliwong	J.C.J. L.	S. half O.
Shanghai	Tjipanna	J.C.J. L.	Q. deap.
Japan	Tjibodas	J.C.J. L.	F. half D.
Shanghai	Tjikembang	J.C.J. L.	F. half J.
Shanghai	Tjimanook	J.C.J. L.	F. half F.
Singapore, Mauritius & South African Ports	Salamis	B. L. L.	End Feb.

TO SAIL

REGULAR STEAMSHIP SERVICE.

The s.s. "SHIMOSA"

sails hence on or about the 26th December.

via SUEZ CANAL for BOSTON & NEW YORK.

The s.s. "CHALISTER"

sails hence on or about the 30th December

via PANAMA CANAL for NEW YORK.

For Freight and further information apply to

DODWELL & CO., LTD.

Hongkong, 22nd December, 1914.

Agents.

MOVEMENTS OF STEAMERS.

AMERICAN MAIL.

The P. M. s.s. CHINA sailed from Yokohama Thursday, December 24th, 1914, for Hongkong via Manila. The mails have been transferred to the s.s. KIOHIN MARU.

MERCHANT STEAMERS.

The s.s. ORISSA sailed from Calcutta, on 23rd inst. and may be expected here on or about the 15th January, 1915.

The P. & O. s.s. NILE left Singapore for this Port on the 23rd inst. and is due here on the 31st inst. at about daylight.

The P. & O. s.s. ARCADIA left Singapore for this Port on the 27th inst. afternoon, with the outward English Mail, and is due here on the 1st Jan. 1915 at about 7 a.m.

VESSELS IN PORT.

Steamers.

Yuensang, Br. s.s. 1,128, A. Tough, 22nd inst.—Manila, 19th inst. Gen.—J. M. & Co.	Yatsing, British s.s. 1,424, Meyerick, 24th inst.—Yokohama, 16th inst. Coal—J. M. & Co.
Taiabo Maru, Jap. s.s. 2,816, T. O'awo, 24th inst.—Milke, Coal—M.B.K.	Loksang, Br. s.s. 973, D. W. Ritchie, 25th inst.—J. M. & Co.
Hangchow, Br. s.s. 999, Wake, 26th inst.—Dairen, 20th inst. Gen.—Order.	Hercules, Norw. s.s. 2,287, Wilhelmson, 25th inst.—Chingwang, 18th inst. Coal—Chinese.
Iohang, Br. s.s. 1,238, L. F. Pike, 26th inst.—Tientsin, Gen.—B. & S.	Yochow, Br. s.s. 1,305, H. Sommer, 24th inst.—Shanghai, 21st inst. Gen.—B. & S.
Taming, Br. s.s. 1,350, G. H. Pennefather, 24th inst.—Manila, 21st inst. Gen.—B. & S.	Singao, Br. s.s. 1,073, H. Trowbridge, 24th inst.—Hohow, 28th inst. Gen.—B. & S.
Hulohow, Br. s.s. 1,216, Shave, 24th inst.—Hohow, 23rd inst. Gen.—B. & S.	Namsang, Br. s.s. 2,531, H. E. Gilroy, 26th inst.—Moji, 21st Dec. Gen.—J. M. & Co.
Luzon Maru, Jap. s.s. 2,968, T. Miyata, 26th Dec.—Moji, 21st Dec. Gen.—O. S. K.	Tacoma, Br. s.s. 4,096, Geo. Haiding, 26th Dec.—San Francisco, 26th Nov. Gen.—O. S. K.
St. Oswald, Br. s.s. 2,411, W. B. Spence, 27th Dec.—Haiphong, 25th Dec. Gen.—D. & Co.	Canada Maru, Jap. s.s. 3,760, H. Namsa-moto, 26th Dec.—Tacoma Wash, 24th Nov. Gen.—O. S. K.
Exion, Br. s.s. 6,427, G. L. Stout, 26th inst.—Liverpool, Gen.—B. & S.	Kansu, Br. s.s. 1,145, E. Monkman, 26th Dec.—Swatow, 25th Dec. Rice—B. & S.
Nera, Fr. s.s. 5,533, Vallat, 28th Dec.—Japan, 19th Dec. Gen.—M. M.	Kiyo Maru, Jap. s.s. 5,757, H. Nagano, 28th Dec.—Moji, 22nd Dec. Coal—T. K. K.
Xuelohow, British s.s. 1,220, Forsyth, 29th Dec.—Haiphong, 25th Dec. Rice—B. & S.	Merionethshire, Br. s.s. 2,686, R. H. Dodd, 29th Dec.—Portland, 11th Dec. Gen.—J. M. & Co.
Chalister, Br. s.s. 3,396, J. E. Galt, 28th Dec.—Manila, Gen.—D. & Co.	Fue, Fr. s.s. 709, A. Corneilissen, 28th inst.—K. O. Wan, 27th inst. Gen.—A. R. Marty.
Jade, Fr. s.s. 280, J. Pannier, 29th Dec.—Haiphong, 27th Dec. Gen.—W. Jap.	Walshing, Br. s.s. 1,170, M. Picknell, 29th Dec.—Hohow, 28th Dec. Gen.—J. M. & Co.
Loongsang, Br. s.s. 1,099, W. G. G. Leask, 29th Dec.—Manila, 26th Dec. Gen.—J. M. & Co.	Kwongsang, Br. s.s. 1,475, Richard, 29th Dec.—Swatow, 28th Dec. Gen.—J. M. & Co.
Kumohow, Br. s.s. 1,350, J. Martin, 29th Dec.—Saigon, 24th Dec. Rice & Gen.—Chinese.	Uncon, Br. s.s. 2,896, P. Stewart, 23rd inst.—San Francisco, 22nd inst. Gen.—O. S. K.
Calchas, Br. s.s. 4,278, R. T. Jones, 28th Dec.—Victoria B. C. 29th Nov. Gen.—B. & S.	

CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS and MANILA.

S.S. "SIBERIA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, Dec. 24th, 1914, at noon will be subject to landing charges and if undelivered on December 29th, 1914, at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown on Dec. 30th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before January 22nd, 1915, otherwise they will not be recognized.

R. C. MORTON.

Agent.

Hongkong, 22nd December, 1914.

CONSIGNEES

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
THE Steamship

"SHIMOSA," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 19th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & Co., Ltd.

Agents.

Hongkong, 21st December, 1914.

TO SAIL.

The Norwegian Steamship **PROMETHEUS** will be despatched to Singapore direct on or about the 30th December 1914.

For freight and passage apply to:—

Messrs. KIN SENG LEE,
64a, Bonham Strand West,
Hongkong.
Hongkong, 19th December, 1914.

TO SAIL

FOR SAN FRANCISCO.

Through Bills of Lading can be issued to
New York, Chicago and all interior points in U.S.A.

The Steamship

Also calling at Seattle if sufficient inducement offers.

This fine steamer has excellent accommodation for
first and second class passengers.

For Rates of Freight, passage money, etc. apply to

SHEWAN TOMES & Co.

Agents.

Hongkong, 4th December, 1914.

"INDRA" LINE LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

JARDINE, MATHESON & Co., Ltd.

Hongkong 9th October, 1914. General Agents.

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1: A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkin.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained

workmen under expert European supervision.

All classes of light Steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS:—

NAME OF DOCK OR SLIP	LENGTH ON KEEL BLOCKS	ENTRANCE BREADTH	DEPTH OVER TIDE	RISE OF TIDE
KOWLOON				
No. 1 Dock, Kowloon	700'	86' top 170' bottom	10'	5' 6"
No. 2 Dock, Kowloon	511'	75'	12' 6"	5' 6"
Patent Slip, No. 1 Kowloon	540'	60'	12'	5' 6"
Patent Slip, No. 2 Kowloon	550'	60'	12'	5' 6"
TAI-KO-KU-SUI				
Commodore Dock	450'	55'	10'	5' 6"
ASERDEEN				
Harbour Dock	450'	55'	10'	5' 6"
Lancet Dock	575'	65'	10'	5' 6"

OFFICE: KOWLOON.

Telephone No. 1 K.

Please Address Enquiries to the Chief Manager,

S. M. OYER B.Sc. M.R. Towns Dock, Hongkong.

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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, WEDNESDAY, DECEMBER 30, 1914.

ELLIS KADOORIE SCHOOL.

Annual Prize-Giving This Morning.

The annual prize-giving in connection with Ellis Kadoorie School (Hongkong College) took place this morning. The presentation was made by Mr. R. E. O. Bird, the new headmaster, who was attended on the platform by Mr. Ellis Kadoorie, Mr. Lau Chupak, Mr. John C. Fletcher, the present headmaster, and Mr. John Smith.

In making his report the headmaster said:

This has been a broken session in more ways than one; but the results in the last examination have nevertheless been very satisfactory. At the exams in July I had to complain of the arithmetic all over, the percentage obtained being only 53. During the last six months this subject has had special attention and the percentage in this exam was 65. There is still room for improvement and I hope to hear of it in the next report. The results in English subjects were good all over, and the only subjects that fell below 65 per cent. were algebra, 62 per cent. and geometry, 57 per cent.

There has been a number of changes in the staff and on this account the boys in the upper classes have not altogether got justice in the matter of teaching. The three upper classes have had a change of teachers 5 times since February. Before March there were no Oxford Local classes and on this account there were very few boys entered. Five boys in class 3 entered for the Preliminary exam. and of these four passed; this is highly creditable to them and their teacher at that time, Mr. Smith.

Attendance.—The highest average attendance was 759 in March and the lowest 518 in November. In April there were several cases of Plague reported among scholars and this caused a scare, losing us about 200 boys.

Discipline.—The discipline of the school has been good all over and I have had nothing to complain of during the whole year. In connection with sport, the school had a number of swimming pic-nics on Wednesday afternoons during the summer and an all day pic-nic to Aberdeen on Dragon Boat day. These were very well attended. Two volleyball teams were formed in the school at the beginning of the year and a great deal of enthusiasm has been shown in this game. The senior team did very well in the Volley Ball League, being only beaten once. A football team has been formed since the cold weather began and ought to do something, as there is plenty of good material. Sports were held at the race course yesterday and were, I am sure you will all agree, a great success, our thanks in this being again due to Mr. Smith.

I have to thank the staff, English and Chinese, for their assistance and co-operation during the time I have been here.

I wish to introduce to you Mr. Bird, who will be your Headmaster after the new year. You will find Mr. Bird a very fine headmaster, I am sure, and I want you, both teachers and boys, to help him in every way you can.

Mr. Bird then addressed the boys and said:

Mr. Kadoorie, Mr. Lau Chupak, Mr. Fletcher, teachers and boys:—It is a great pleasure and a great honour to me to have this opportunity of meeting you and giving away the prizes. Those of you who have been successful, will, I know, treasure these prizes and look back with pride on the year when you won them—the year of the Great War. Those of you who have worked hard and not gained prizes, I would say that to deserve success

is the greatest merit a man can have. Good work done in school is never wasted. The brain is like a muscle. When once it has been properly developed and is kept regularly exercised we can make it do what we want and it grows stronger with regular use. However, I know well that one of the great virtues of the Chinese is industry. I hope it will remain so and that this school will be one of the power houses of this quality. I hope that many of us will meet again and that we shall spend in this school many pleasant and profitable hours. Our best interests are the same and I hope that all of us will remember this. You wish to fit yourselves to take up positions in the world and to give satisfaction to those who employ you and so climb up the ladder of life: I too, am naturally anxious that you should succeed and reflect credit on your education and I feel sure that, to whatever heights you climb, you will always remember on what foundation that ladder rests: To those of you who are leaving I should like to say a few words. Owing to the generosity of Mr. Kadoorie and many of the leading Chinese in Hongkong, you have been able to be educated in this fine building with every advantage. I feel sure that you are grateful to Mr. Kadoorie for the good work he has done in the cause of Chinese education. Now I hope you will show your gratitude by continuing to take an interest in the school which educated you. There is still another higher way to prove your gratitude and that is to prove yourself in character and behaviour worthy of the education given to you. To those of you who are coming back, I should like to say that an excellent staff has been appointed, each one of whom is anxious to make his work a success, and I feel that if you come back resolved to do, not only in work but in play, and with a wise use of your leisure hours, a great future lies in front of the school.

Mr. Lau Chupak referred to the fact that this was the last occasion on which he and Mr. Kadoorie would attend a prize-giving in that school in their capacity as managers. It was a matter of pride and satisfaction to them that the school was being transferred to the Government in a state of efficiency which reflected the utmost credit on all who had been connected with it. In welcoming Mr. Bird he wished to remark that if he and his staff and students worked with the same hearty co-operation as had been the case in the past (and he had no doubt on that score) the results would be as excellent as those which attended the most recent examination. They would believe him when he said that no one would watch the progress of the school in the future with more interest than Mr. Kadoorie and himself (Applause). In bidding them all good-bye he wished to express the hope that the good fortune they so well deserved would attend alike the old staff and the new (Applause), and that the school would continue to prosper (Applause).

The proceedings terminated with cheers for Mr. Kadoorie, Mr. Lau Chupak, Mr. Fletcher and Mr. Bird.

The prize list is as follows:—

Prize List.
Class I.
Dux Boy:—Shum Wai-yau: H. Kom-tong Senior Scholarship, \$35.
Wai Wing-shun and Young Kwai-chiu:—Tai Yau Company scholarship, \$100.
Wai Wan-shuen:—1st prize Mathematics and Science.
Shum Wai-yau:—1st prize English.
So Mun:—Chinese Classics (Classes 1 and 2).
*This boy was first in the Tai Yau Company scholarship; but

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut-Col. A. Chapman, V.D.

Weekly Reports.—O. C.s are requested to send their weekly state to the Orderly Room by noon to-morrow, 31st instant.

Parades.—There will be no parades on 31st inst., 1st, 2nd, and 3rd prox. Parades for Monday, 4th prox.:—5.15 p.m., Nos. 1 and 2 Sections Artillery and left Section M. G. Co. 10 p.m. drill at Headquarters. Reminders, under Company Officers.

Detail.—Orderly Officer to-day and on 31st inst., 1st, 2nd & 3rd prox. Lt. Danby, orderly officer on 4th prox., 2nd Lt. Cunningham. Orderly Sergt. to-day and on 31st inst., 1st, 2nd, & 3rd prox. Opl. Reel. Orderly Sergt. on 4th prox., Corpl. Sheenton. To furnish Guard to-night, No. 2 Section Artillery; to-morrow, Centre Section M. G. Co.

To furnish Guard.—Jan. 1, Civil Service Co.; Jan. 2, Right Section M. G. Co.; Jan. 3, Scouts Company; Jan. 4, Scouts Company; Jan. 5, Scouts Company; Jan. 6, No. 2 Section Artillery; Jan. 7, No. 1 Section Artillery and Left Section M. G. Co.; Jan. 8, Centre Section M. G. Co.; Jan. 9, Civil Service Company; Jan. 10, Right Section M. G. Co.; Jan. 11, Scouts Company; Jan. 12, Scouts Company; Jan. 13, Scouts Company; Jan. 14, No. 2 Section Artillery; Jan. 15, No. 1 Section Artillery and Left Section M. G. Co.; Jan. 16, Centre Section M. G. Co.

having gained it last year, could not hold it again.

Class II.

Li Kai-fai:—Lau Chu-pak scholarship, \$50.

Li Kai-fai:—1st prize Mathematics and Science.

Tsang Fook-lai:—2nd prize Mathematics and Science.

Leung Kwok-lam:—1st prize English.

Wong Ki:—2nd prize English.

Class III.

Ng Hung-tai:—Chan Kai-ming scholarship, \$50.

Choi Sau-cheung:—1st prize.

Choi Kai-cheung:—2nd prize.

Chan Kam-tim:—3rd prize.

Li Hing-nam:—Chinese Classics.

Class IV.

Lam Kwok-toi:—Ho Kom-tong Junior scholarship, \$20.

Lo Kai-sun:—1st prize.

Ko Yi-hon:—2nd prize.

Class V.

Wu Cheung:—1st prize.

Chan Liang-ohng:—2nd prize.

Class V2.

Chang Shan-fong:—1st prize.

Chan Ping-wah:—2nd prize.

Class VI.

Mak Hok-hang:—1st prize.

Chui Pak-hung:—2nd prize.

Class VII.

Kong Kung-ting:—1st prize.

Kong Kwok-yau:—2nd prize.

Class VII 2.

Cheung Mun-shing:—1st prize.

Lam Lok-ming:—2nd prize.

Class VII 3.

Cheung Im-luk:—1st prize.

Leung Koon-wing:—2nd prize.

Class VIII A.

Lai Chi-wan:—1st prize.

Chan Hon:—2nd prize.

Class VIII B1.

Tsang Fook-lam:—1st prize.

So S-k-pun:—2nd prize.

Class VIII B2.

Li Yan-wo:—1st prize.

WHAT LORD FISHER WILL DO.

The Real Man and what he is Likely to Accomplish.

The trouble in all Government Departments and all large private businesses is the danger of fossilisation. For many years the Navy was dominated by a mythical personage of high rank named Sir Methuselah Buggins, who was chiefly remarkable for his seniority, respectability, and devoted attachment to the way things were done in the Navy when he was a boy. Important commands were given to Sir Methuselah because it was "Buggins' turn."

Then arose a young officer whose object in life was the expulsion of Sir Methuselah Buggins from the Active List to his bath chair at Cheltenham and Eastbourne. Lord Fisher's slaughter of Sir Methuselah Buggins was a democratic action.

Sir Methuselah Buggins, though dead, has been blessed by Providence with posterity. Some of his descendants have contrived to billet themselves on the Admiralty. On Lord Fisher's appointment as First Sea Lord some re-arrangement of officers was found necessary. The process is nearly complete.

Lord Fisher has now assembled round him in Whitehall the men he trusts and with whom he has worked. Sir Percy Scott's return to the Service is an event upon which the nation and the *Sunday Chronicle* can be congratulated. There is only one thing worse than government by newspapers, and that is the refusal by Government to use a good gunnery man's brains because highly placed nobodies dislike him socially.

The Pacific news is bad, but not unexpected. Sir Christopher Oladock had an impossible task laid on his shoulders, provided that gunnery efficiency on both sides was anything like equal. The time was bound to come when our easy-going nation would have to take off the gloves. Lord Fisher is the man to apply German methods to German ships, crews, and spies. I could say a good deal about what may happen, but the only thing now to be said is that if the Germans are to be driven from the sea our present Board of Admiralty is able to do it.

A Commanding Personality.

Every man has three personalities. One as he appears to himself, the second as he appears to other people, and the third as he really is. The man in high place is rarely known until after his death. Greatness is indefinable. Both Leonardo da Vinci and General John Nicholson, who died at Delhi at the age of thirty-seven, were great men, though they had little in common. Leonardo da Vinci was so big a man that as he was seeking an appointment he gave a long list of his qualifications for the post he coveted, at the end of which he added three modest words, "I also paint."

Lord Fisher is like that. He also governs. He is the most silent man who ever served the British public. In his case silence covers a terrible strength. The long drawn out duel between Kaiser Wilhelm and Lord Fisher now enters into the last phase. The British Navy has kept the Germans out of Paris for years past, and the British Navy is mainly the child of Fisher's brain. He has been helped by statesmen on both sides—none of whom has discovered his political opinions if he has any.

In the days when Lord Fisher's naval reforms excited fierce controversy, a supporter of his was spoken of with opprobrium as being "in the fish pond." As one of the humblest of the minnows

who has swum in the stormy waters of that pond, I am glad to have lived long enough to witness the handling of the British Navy in time of war by the man who made it in time of peace.

Poison in the Limelight.

The first time I met Lord Fisher was in the Admiral's cabin of the old Renown, then Flagship in the Mediterranean. All my life I have suffered from incapacity to appreciate the greatness of public characters who are accepted as great merely because they are notorious. In fact, most of the alleged great men I have met have impressed me with the fact that they were little men, because they sought self-advertisement, were extremely vain, thoroughly unscrupulous, absolutely hard-hearted, and, as Voltaire said of Habbakuk, as a rule "capable of anything."

There is some poison in limelight which seems to corrode the good in all but the strongest characters. Silence and reserve are more often the index of greatness than brilliant speeches or flashy administration.

I had not been in Lord Fisher's company for four minutes on board the Renown before I recognised the indefinable quality of greatness which exists in all classes and in all ranks. It has nothing to do with birth, wealth, or notoriety.

It is years ago since I sat in the Renown cabin looking through the open doors across Gibraltar Bay towards the old Moorish castle which speaks of the time when Islam had established a strange hold in Spain. From that day to this Lord Fisher of Kilverstone, as he now is, has been to me the greatest potential human force available for our country whenever she found herself in a tight place.

After having been abused and attacked by the late Sir Methuselah Buggins for forty years, Lord Fisher now runs the risk of too much being expected of him by the public. He has a hard row to hoe.

In making the omelette of success against the Prussian Fleet, the German Army, and the Teutonic spy, British eggs will be broken. Lord Fisher will not flinch from breaking them, but so far from being ruthless, relentless, remorseless, cruel, avaricious, unscrupulous, or hard-hearted, those who know him best will tell you that, like Nelson, Fisher's dominating passion is his love of country. For England he has kept silent for twenty years, but he will now win by the million if mine-sowing is necessary to smash Potsdam.

Still a Young Man.

Return to Office has no attraction to this man of seventy-three, though his eye is not dimmed, nor is his natural force abated. Lord Fisher is full of humour, and is much younger than some men I know of twenty-three. The Doge Dandolo of Venice at ninety was a young man. The Rajah of Sarawak at eighty-six is still a young man. He has an eye on hunting only two years ago.

Lord Fisher is so young that I am not sure that he has left off dancing. But the burden upon him is crushing and can only be sustained if the nation, irrespective of party, creed, class, politics, or race, gives him whole-hearted trust, confidence, and goodwill.

Lord Fisher's best is very good, but don't expect any man to make no mistakes. The pompous folly of German talk about "supermen" is meaningless. There are no supermen. The Germans are finding out the truth about supermen and sailormen. There are sailors and there are coolies. There are sailor nations and there are coolie nations.

Britain is a sailor nation. Prussia is a coolie nation, with a coolie's vices—lust, looting, lying, and loathing of liberty.

The Kaiser's Motto.

When I visited the Emperor Wilhelm's quarters on board his flagship (as a guest) I noticed the motto that was hung on the bulkhead over his writing desk. It ran as follows:—

"I prefer praise from none if only do as my conscience tells me and if I fulfil the orders entrusted to me as I ought to do." That is the motto of a superman who is a prig and a Prussian. The man who took as his motto his own high opinion of himself has no sense of humour. Lord Fisher, on the contrary, bubbles with humour.

Here is a specimen. When studying the feeding of the Fleet I was once the guest of Lord Charles Baresford on board H.M.S. Ramillies in the Mediterranean. Being desirous of seeing for myself the quality of the food supplied to the British blue-jackets, together with a fellow guest, Mr. K. A. Yerburch, M.P., President of the Navy League, we asked to be victualled as blue-jackets. Navy rations consisted of one pound of meat, one pound of bread, and one and a quarter pounds of biscuits per day. Sir John Fisher, the Commander-in-Chief of the squadron, got wind of what was going on, and hoisted the following signal:—

As the preservation of the lives of Mr. Arnold White and Mr. Yerburch is of supreme importance to the British Navy, and consequently to the preservation of the British Empire, the Commander-in-Chief is of opinion that they should be taken off their present low diet and released at once from "holly-stoning" deck and scrubbing canvas gear (which they have been presumably doing since 5 a.m. on a pint of cocoa and 1½ lb. biscuit), and sent on board the Renown to lunch with the Commander-in-Chief at 1 p.m.

By the kindness of Lord Charles Baresford we signalled our refusal to be seduced from our self-imposed duties in the words, "We are fasting, but firm."

Looking Ahead.

The humour that seasons like salt the life of brain workers is useless without the second sight that tells what will happen the day after to-morrow. That is Fisher's greatest quality. He is always thinking ahead.

The laying of mines in the Atlantic, the use of a hospital ship by the enemy for mining and signalling purposes, the destruction of neutral vessels, and the blowing up of a French transport full of non-military refugees have powerfully affected public imagination.

The man in the street begins to ask, not for impossibilities, but for the destruction of the Emden, and the sinking of the German squadron which has just been successfully engaged with the Monmouth, and her sisters. Dwellers on the East coast who understand North Sea conditions are strongly of opinion that more efficient protection might have been given to our mine trawlers. The hazard of their work is appalling. If it be within the limits of the human mind to do for trawlers and other ships what the cowcatcher does for a locomotive engine we may now be quite certain that it will be done.

That mental quality of intelligent anticipation of the effects that follow causes under new conditions is Lord Fisher's strongest point. He has the uncanny power, which was also possessed by Nelson, of imagining correctly what the enemy is going to do. This power of analysis is not the result of supernatural assistance, but of sheer hard thinking.

"The Gloves are off."

Lord Fisher is known to hold the opinion that we probably have still a long way to travel before we come out on top. For many years naval manoeuvres have been very little use for war purposes, but what they have been good for is to train the nerves of the Navy, and especially

LIFE.

A little Maid; a little Man;
Of Love a fairish deal.
A little oop; a little gasp;
A tiny kiss to seal.

A little month; a little ring;
A parson all in white.
A little room; a little home;
A weeny babe in sight.

A little wife; a little strife;
A sweet first making-up.
A little year; a little fear;
A dream that's breaking up.

A little life; a surgeon's knife;
And all has been in vain.
Six feet of sod; and back to God;
Some day to try again.

J. T.

Steamer's Change of Name.

It will be seen from an advertisement elsewhere that the steamer Tai On, which has suffered much at the hands of pirates, has been re-built and re-named the s.s. Nam Hoi.

Consul at Home.

The Consul General for France, in charge of the Spanish Consulate, will be at home on January 1, to the members of the French and Spanish communities, French envoys and proteges, as well as to his friends of all nationalities who should wish to call at the Consulate, 13 Peak Road, between 10 a.m. and noon.

President Wilson and the Philippines.

President Wilson in his Message to Congress read at a joint session of both the Members of the House of Representatives and Senate at the opening of the session on December 9, urged that the Philippines be given a larger measure of self-government.

Useful Desk Accessories.

We have received from the London and Lancashire Fire Insurance Co., for which Messrs. Butterfield and Swire are agents, a blotter, calendar and bill file.

Missionary Meetings.

The annual missionary meetings in connection with the Wesleyan Methodist Church are to be held on Sunday and Monday next. At the Monday evening meeting the chair will be taken by His Excellency the Governor, and addresses will be given on "The Outlook in China" by the Rev. O. Bone and on "Some Incidents of 1914" by the Rev. T. W. Scholtes, M.A. Songs will be rendered by Mrs. Goodman and Mr. S. Hamer, while Mr. Garrett will speak.

the navigators' and gunners' nerves. The way in which a ship's company behaves when the ship is being fired at is different from the way in which it behaves when the ship is not being fired at. But the whole training of the Navy under Fisher's former regime has been to strengthen nerves, to teach boys to take risks like men, and to train men to bear fire discipline like heroes.

On the Kilverstone estate, from which Lord Fisher takes his title, is a long grass walk, at the end of which is the figure-head of the old wooden man-o-war in which Lord Fisher first went to sea. On the "Admiral's Walk," as it is called, men have listened in silent wonder to the exuberant vitality and wonderful strength and clearness with which the First Sea Lord's views are expressed.

The Admiralty is not fighting an honourable foe like the French. We are fighting bandits, footpads, and assassins. Lord Fisher's motto, "Moderation in war is imbecility," is doubly true when we are at war with savages who, knowing in their heart of hearts that they are defeated, and that the lot for which they made the war is out of their reach, are desperate. We must fight with our gloves off. Not St. Vincent, not Bartram, had so great a task as Fisher. His gloves are off—Arnold White (*Sunday Chronicle*).

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**WHOLESALE AGENTS:
W. R. LOXLEY & CO.,
YORK BUILDINGS.**

DIARY OF WAR.

COUNTRIES AT WAR.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Japan.
	Serbia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. This infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

Events that Brought it About.

1878.—Berlin Congress charges Austria-Hungary with the "occupation of Bosnia and Herzegovina."

1835.—Austria-Hungary saves Serbia from destruction by Bulgaria.

1906.—Treaty war between Austria-Hungary and Serbia.

1908.—Annexation of Bosnia and Herzegovina by Austria-Hungary.

1912.—Serbo-Bulgarian Alliance with a clause against Austria.

1913.—Serbia thrown back from the Adriatic in favour of an independent Albania.

1914.—June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

July 23.—Austria-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected. Semi-official *Pester Lloyd* affirms that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

Since Fighting Began.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conferences of Ambassadors.

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Frostenko; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossacks invade Germany near Biala. Germans invade France near Oirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace.

August 4.—Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Bombardment of Liege begun by Germans. Sir John French gazetted Inspector General of British Forces; Admiral Jellicoe becomes supreme commander of the Fleet.

August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. H.M.S. Amphion sinks German mine-layer Koenigin Luise and later strikes mine and sinks herself.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany.

August 14.—Liege still intact. Belgium asks France to accommodate 2,000 German prisoners. Transportation of French troops to Belgium complete. Whole force ready to advance. Belgians drive enemy eastward; no German cavalry between Haselt and Ramillies.

August 15.—French troops enter Belgium at Charleroi. Bavarian Army Corps defeated by French at Avricourt and Oirey.

August 18.—Japan sent ultimatum to Germany demanding that Kiaochow be handed over to Japan, with a view to eventual restoration to China; answer required by noon on August 23. French Fleet attacks Austrian Fleet off Budua, sinking two ironclads and setting fire to another.

August 17.—Officially announced that British Expeditionary Force safely landed on French soil.

August 18.—Belgian Royal Family and Government move to Brussels.

August 20.—Germans occupy Brussels.

August 22.—Germans impose war levies of £2,000,000 and £8,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$50,000,000. Servians recapture Austrians along the Drina.

August 23.—Japan declares war on Germany.

August 26.—Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Russian advances in East Prussia continue. Togoland surrenders to British.

August 28.—British Fleet sinks three German cruisers and two destroyers off Heligoland.

August 29.—German troops being withdrawn from Belgium owing to Russian advance. Earl Kitchener announces that two Divisions and a Cavalry Division from India are being sent to France.

August 30.—Apia, in German Samoa, surrenders to expeditionary force from New Zealand.

August 31.—Allies occupy line extending from mouth of the Somme inland along the river, past the fortresses of La Fere and Laon, towards Mezieres.

Sept. 1.—German Cavalry Corps marches on Forest of Compiègne, and is engaged by British, who capture ten guns.

Sept. 2.—Japanese occupy seven islands of Kiaochow, and remove 1,000 mines. French Government removes to Bordeaux for purely military reasons.

September 3.—Russians defeat Austrians and occupy Lemberg. Additional list of British casualties issued. General Gallieni issues proclamation saying he will defend Paris to the end.

September 4.—Russians occupy Hailoz. Announced that in seven days' fighting, Russians have captured 40,000 prisoners. New British recruits total 280,000.

September 5.—German squadron sinks 15 British fishing boats in North Sea, the crews being taken prisoners. Announced that Britain, France and Russia mutually engage not to conclude peace separately during the war.

September 7.—Announced that H.M.S. Pathfinder struck a mine off the East coast and rapidly foundered. Official report issued stating that German enveloping movement is abandoned; British superiority over Germans clearly demonstrated.

September 8.—Russians capture Mikolajoff and Rawaraska, and convert Galicia into Russian Province.

September 10.—Fleet of 60,000 Germans harrying through Belgium to assist defeated Right Wing in France. British forces cross the Marne; enemy retreat 25 miles.

Sept. 11.—German retreat continues; announced that in four days the Allies have advanced 37.12 miles. British squadrons make a complete sweep of the North Sea; no German ship seen.

Sept. 12.—Whole German right wing falling back in disorder. Allies pursuing them. German cavalry reported exhausted. Provinces of Antwerp and Limburg entirely free of enemy.

Sept. 13.—German troops occupy Herberstahoe, German New Guinea. French troops occupy Soissons and Lunville. German left wing retreating.

Sept. 14.—Germans evacuate Amiens, and give way at Reims and Brabant-le-roi. Crown Prince's Army driven back. French territory on east frontier free of enemy. Russians capture 3,000 prisoners and great quantities of war material at Rawaraska, and occupy Czernowitz. Servians defeat 90,000 Austrians at angle of the Rivers Drina and Save. Announced that German cruiser Hela was sunk by hostile submarine.

Sept. 16.—Crown Prince's Army driven farther back. Allies occupy Rheims; 600 prisoners captured on the right of the British. Announced that Brigadier General N. Findlay is killed. Sixteen hundred German prisoners landed in England.

Sept. 18, 19 and 20.—Battle of the Aisne continues. German counter-attacks failing. Germans fire on Rheims Cathedral, setting historic building on fire.

Sept. 22.—H.M. ships Aboukir, Cressy and Hogue sunk by German submarines in the North Sea. Battle of the Aisne continues without appreciable change in the situation.

Sept. 23 to 26.—The great battle continues; German counter-attacks being everywhere repulsed. Land fighting begins around Tiestan.

Sept. 27.—Capital of the Cameroons surrenders unconditionally to British Force.

Sept. 28 and 29.—Battle of the Aisne continues. Allies beat back severe attacks by the enemy.

Sept. 30.—Big battle continues in favour of Allies, who make slight progress all along the line. Germans bombard Antwerp, but are repulsed. Russians continue to progress and are reported halting to Buda Pest.

Oct. 1.—Announced that H.M.S. Cumberland has captured nine German liners and one gunboat in Cameroons River. Allies' position in France reported entirely satisfactory.

Oct. 2.—Germans vigorously bombard Antwerp. British Admiralty announces adoption of mine-laying policy as a counter measure to German activity.

Oct. 3.—French President and Ministers start on visit to congratulate armies in the field. The Ozar leaves for the front. Big battle continues in France. Crown Prince's Army being repulsed near Varennes.

Oct. 4.—Germans make night attack at Eslingtan, but are defeated, losing 47 killed. In the big battle Allies twice destroy enemy's lines of communications. Russians defeat and pursue Germans.

Oct. 7.—Bombardment of Antwerp continues. German commander warning populace. Belgian Government removes to Ostend. German cruiser Oormoran and two gunboats sunk in Kiaochow Bay. Big battle still proceeding, fighting becoming increasingly violent.

Oct. 11.—Fall of Antwerp announced. Allies still progress all along the line. Germans drop 20 bombs on Paris.

Oct. 12.—German aviators drop six more bombs on Paris.

Oct. 13.—Commando under Colonel Maritz revolts in the Cape Province, having concluded an agreement with Germans. Belgian Government removes to Havre, in France. Allies resume offensive;

"real progress" reported.

Oct. 14.—Announced that Russian cruisers sink two German submarines in the Baltic. Canadian contingent arrives at Plymouth. H.M.S. Yarmouth sinks the Markomania and captures the Pontoporus (Emden's supply ship) off Samatra.

Oct. 15.—Allies make further progress, occupying a line from Ipres to the sea. H.M.S. Hawks sunk by submarine in the North Sea.

Oct. 16.—Four German destroyers sunk off the Dutch coast. Oct. 17, 18 and 19.—Further advances of Allies reported, notably on the Left Wing. French cruiser Waldeck Rousseau sinks Austrian submarine off Dalmatian coast.

Oct. 20.—Japanese occupy Marshall, Marianne and Caroline Islands.

Oct. 21.—Announced that the Emden sinks five more British vessels and captures another. British warships do great work off the Belgian coast, shelling the enemy's trenches and wrecking six batteries. Germans who had advanced on Warsaw compelled to retreat. Russians pursuing them. British naval flotilla continues to bombard German flank.

Oct. 23.—Severe fighting on the Left Wing, the Allies continuing to make progress. Steamer Orefield arrives at Las Palmas with the crews of 13 steamers sunk by the German cruiser Karlsruhe, mostly in the Atlantic.

Oct. 24.—British destroyer Bldger sinks German submarine

off Dutch coast. Announced that there are nine German cruisers on the high seas, and that 70 warships of the Allies are searching for them.

Oct. 25 to 28.—Allies continue to progress on the Left Wing, and Russians advance to Lowicz and Lodz, driving the Germans before them. French drive enemy over frontier east of Nancy.

Oct. 28.—Five men sentenced to death in connection with the assassination of Prince Franz Ferdinand, and others sent into penal servitude.

Oct. 29.—Russians break resistance of last units of the enemy north of the Pilica, and the whole Austro-German Army retreats.

Oct. 30.—Reported that the Emden enters Penang harbour and sinks the Russian cruiser Jemchug and a French destroyer. Turkish warships enter open port of Odessa and bombard Russian ships. Turkish cruiser bombards Theodosia, in the Crimea.

Oct. 31.—Germans attempt general offensive movement from Nieuport to Arras, but Allies still advance. Enemy reported to be withdrawing from Dixmude. Russians still advance in Poland and East Prussia.

Nov. 1.—British cruiser Hermes sunk by submarine in the Straits of Dover. British, French and Russian Ambassadors in Constantinople request passports.

Most of the German forts at Tientsin silenced by Japanese and British bombardment. British and French Ambassadors leave Constantinople. Announced that 2,000 armed Bedouins have

penetrated Egyptian territory. German continue violent attacks in Belgium and France, but are everywhere repulsed. British Government to shortly issue war loan of \$200,000,000. Turkey apologises to Russia, but endeavours to throw the responsibility on the latter.

Nov. 3.—H.M.S. Minerva bombards Akabi, which is evacuated. Terrifying story from British Headquarters issued showing how a large body of British troops was transferred from the Aisne to the battle on the north coast, and how in subsequent fighting the enemy suffered terribly from our offensive. Submarine D5 sunk in skirmish with retreating German squadron in North Sea. German abandon left bank of the Yser below Dixmude. Anglo-French Squadron bombards the Dardanelles.

Nov. 4.—German cruiser Yorck strikes chain of mines blocking entrance to Jable Bay and sinks.

Nov. 5.—War between Britain and Turkey declared. Annexation of Cyprus announced.

Nov. 6.—Austrians retreating along whole front before Russians. France declares war with Turkey.

Nov. 7.—Fall of Tientsin announced. Russians continue triumphant march, capturing many prisoners and guns. Allies still make progress.

Nov. 8.—Announced that the surrender of Tientsin is unconditional. Russian cavalry enters German territory from beyond the Vistula.

Nov. 9.—Colonial contingents give a great reception a Lord

Mayor's Show. Patriotic speeches at the Guildhall banquet. German cruiser Emden caught off Coos Islands by H.M.S. Sydney. Engagement ensues; Emden goes ashore and is burnt out; Commander and a nephew of the Kaiser among the prisoners.

Nov. 10.—German cruiser Koenigsberg imprisoned in the Rafigi River. German Ea

Africa by sinking of colliers at the river's mouth. Russians still advancing in Poland and East Prussia.

Nov. 12.—Severe fighting in France and Belgium; Germans take Dixmude, but Allies hold their own elsewhere. Further Russian advance in East Prussia. Admiralty announces that, in absence of information, loss of cruisers Good Hope and Monmouth must be assumed.

Nov. 13.—Mr. Asquith announces that British casualties in France up to October 31 total 57,000. Christian De Wet's rebel commando severely defeated by General Botha. Announced that supplementary vote for another million men will be asked for, bringing British Army up to 2,188,400, exclusive of Territorials.

Nov. 14.—Egyptian Mohammedans give expression to remarkable feelings of loyalty towards British.

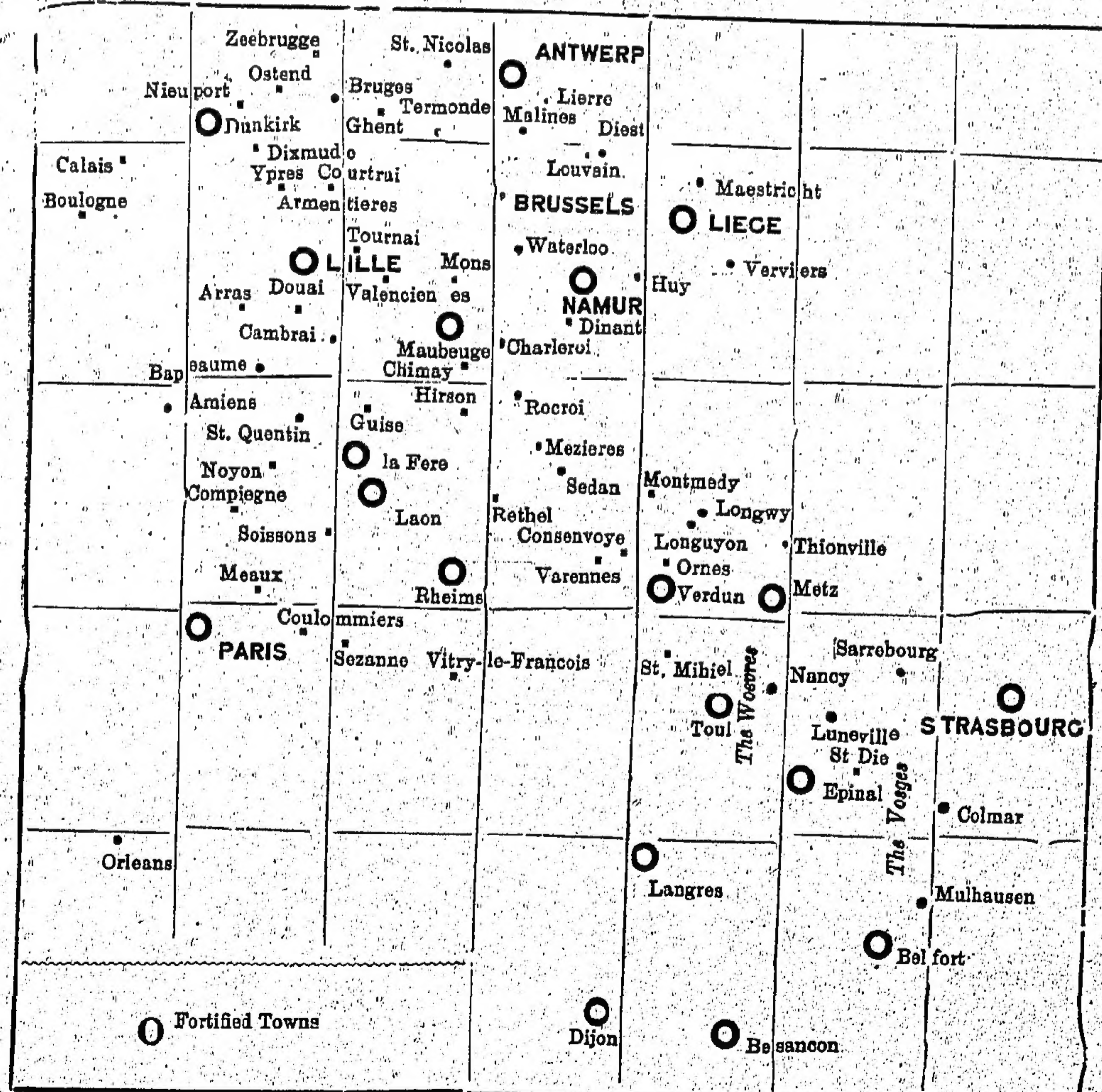
Nov. 15.—Death of Earl Roberts in France announced. Fighting still continues in Belgium. Germans being thrown back to right bank of the Yser Canal.

(Continued on page 10)

THE WAR.

Plan of the Great Battlefield, Showing Fortified Towns, etc.

(CROSS LINES WITHIN THE PLAN ARE THOSE OF LONGITUDE AND LATITUDE.)



The above is a plan showing the area most affected in the present hostilities between the British, French and Belgian troops and the German forces. Latest advice is to the effect that the Allies have begun a general offensive and have made exceedingly good progress all along the line.

